THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING AND TRANSPORTATION POLICY
TRANSPORTATION PLANNING DIVISION

commuter cyclist survey 2000

CYCLING INTO DOWNTOWN CALGARY

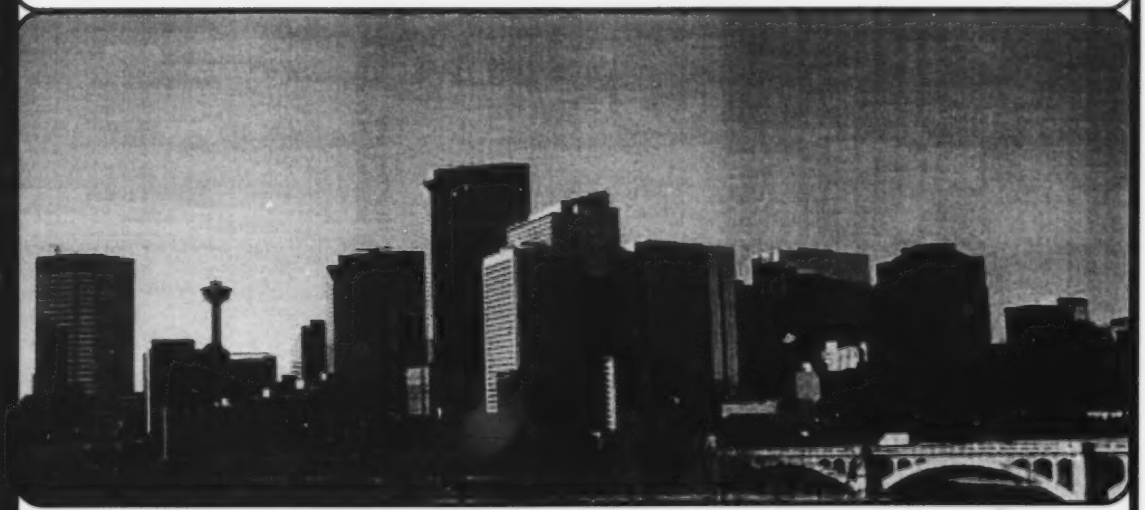

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Table of Contents

LIST OF EXHIBITS 4

1.0 BACKGROUND 5
1.1 Pathway & Bikeway Network 5
1.2 Planning Reports 6
1.3 Previous Surveys 6
1.3.1 Commuter Cyclist Survey 1992 6
1.3.2 Pathwatch 1994 6
1.3.3 Downtown Cordon Survey, 1993, 1996, 1998, 2000 6
1.3.4 Home-to-work Survey 1993, 1996, 1999 8

2.0 WHY CONDUCT THE SURVEY? 9

3.0 SCOPE OF SURVEY 11

4.0 SURVEY FORMAT 12

5.0 METHODOLOGY 13

6.0 RESULTS 15
6.1 Who, When, Where, Why and How 15
6.2 Route 24
6.3 Facilities 31
6.4 Personal History 40
6.5 Comments 41
6.6 Demographic Data 44

7.0 OBSERVATIONS 45
7.1 Typical Cyclist 45
7.2 Common Perceptions and Survey Results 45
7.3 On-Street Versus Off-Street Use 47
7.4 Key Observations 47
7.5 Survey Comparison – 1992 and 2000 47

8.0 RECOMMENDATIONS 50

Appendix A - Cyclist Survey 51
Appendix B - Definitions 59
Appendix C - Survey Response Rate 63
Appendix D - Cyclist & Skater Count, Summer 2000 67
Appendix E - Bicycle Count, Spring & Summer 2000 71
Appendix F - Bicycles On-Street Versus Off-Street 75
Appendix G - Change in Primary Work Trip, 24 Hour 79
Appendix H - Cyclist & Skater Trips by Community 83

LIST OF EXHIBITS

Exhibit 1 - Downtown Cordon and Survey Stations
Exhibit 2 - Community / Ward of Origin (Q2)
Exhibit 3 - Destinations (Q3)
Exhibit 4 - Access to a Car and Alternate Modes (Q6 & Q7)
Exhibit 5 - Seasonal Variation of Cycling (Q8)
Exhibit 6 - Cycling Routes - North Calgary (Q12)
Exhibit 7 - Preferred Routes Downtown (Q13 & Q14)
Exhibit 8 - Skill Level and Comfort Level Downtown (Q18 & Q19)
Exhibit 9 - Bicycle Parking (Q23)
Exhibit 10 - Type of Bicycle Parking (Q24)
Exhibit 11 - Willing to Pay for Bicycle Parking? (Q26)
Exhibit 12 - Willing to Pay for Change Room / Shower Facilities? (Q30)
Exhibit 13 - Improvements Outside Downtown - First Suggestion (Q34)
Exhibit 14 - Improvements Outside Downtown - First & Second Suggestions (Q34)
Exhibit 15 - Improvements Downtown - First Suggestion (Q35)
Exhibit 16 - Improvements Downtown - First & Second Suggestions (Q35)

1.0 BACKGROUND

Calgary is a dynamic, modern city situated at the confluence of the Bow and Elbow Rivers where the Rocky Mountain foothills meet the prairies. The geography provides a relatively gentle topography for cycling, particularly along rivers and creeks.

With a population of about 900,000, Calgary is Canada's energy capital and has leading firms in telecommunications, environmental sciences, consulting engineering, finance and advanced technology. Calgary's population has increased by 20,000 persons per year during the last four years. Downtown Calgary is home to the second highest number of corporate head offices in Canada.

Calgary features Canada's youngest and most educated population and has one of the best climates for cycling in Canada. Low levels of precipitation and snowfall, cool morning and evening temperatures and long daylight hours during the peak cycling season are all conducive to cycling.

The City of Calgary features a comprehensive network of off-street pathways and on-street bikeways. Including Fish Creek Provincial Park, there is close to 500 km of pathways and almost 200 km of on-street signed bicycle routes in Calgary.

A 1999 survey of all modes of commuter trips to downtown identified cycling as the fastest growing mode of transportation between 1996 and 1999. Calgary's highest concentration of jobs is in the downtown core (22% of all jobs) and a significant number of employees cycle to work.

The Commuter Cyclist Survey 2000 was undertaken to better understand the needs of those cycling to work in downtown Calgary and to measure activity during the summer period.

1.1 Pathway & Bikeway Network

The Calgary pathway system is one the most extensive in North America. The pathway system is an off-street system of pathways designed for walkers, joggers, cyclists, in-line skaters, persons in wheelchairs, and others. Calgary's pathways are used for recreational, utilitarian and commuter trips.

One of the highest use areas of the pathway and bikeway network is the Eau Claire Promenade, a 7 m wide concrete pathway located on the north edge of the downtown area and on the south bank of the Bow River. The "Promenade" extends from 14 Street NW to Centre Street, and has proven to be extremely popular for recreation and commuter users.

The on-street bikeway system is comprised of approximately 200 km of on-street bicycle routes. Bicycle routes are identified by signage and are located almost exclusively on low vehicle volume, low speed residential streets. A one kilometre length of 53 Street N.W., between 40 Avenue and 53 Avenue N.W., resembles a bicycle lane but does not conform to current design standards. There are no marked or signed Wide Curb Lane bikeways in Calgary.

1.2 Planning Reports

The Calgary Cycle Plan was adopted by City Council in October 1996. The plan made 46 recommendations to improve the cycling environment in Calgary. The Calgary Plan, Sustainable Suburbs, The Transportation Plan and other plans adopted by City Council support the need for non-motorized transportation alternatives.

The Calgary Cycle Plan Recommendation #16 stated: "Calgary Parks and Recreation and Transportation Departments work jointly to develop a long term pathway and bikeway plan for the City of Calgary." Such a long term plan, identified as The Calgary Pathway and Bikeway Plan, began in 1999, and was complete in July 2001.

The vision of the Calgary Pathway & Bikeway Plan is: "To create a friendly network of bikeways and pathways which provides connections between all Calgary communities for non-motorized transportation and recreation trips."

1.3 Previous Surveys

1.3.1 Commuter Cyclist Survey 1992

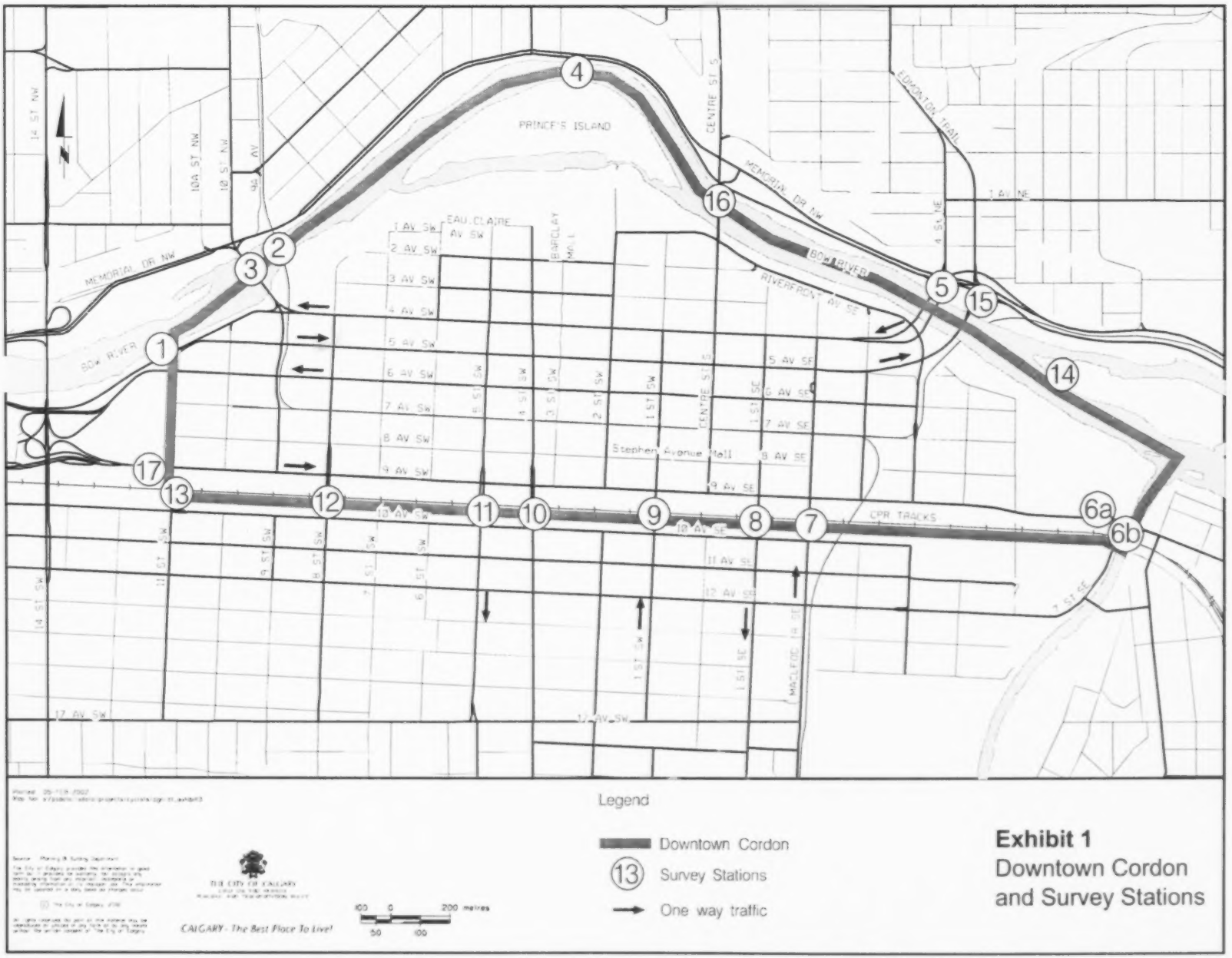
The City of Calgary Transportation Department conducted a survey of commuter cyclists in 1992. The survey was conducted by attaching a survey form to bicycles parked downtown and at major destinations throughout the city such as the Southern Alberta Institute of Technology / Alberta College of Art & Design, Mount Royal College, University of Calgary, Foothills Hospital, Rockyview Hospital, Heritage Park, LRT stations, Kensington and 17 Avenue S.W. commercial districts, and four downtown fitness clubs. The 1992 survey asked some of the same questions as the Cyclist Survey 2000 and included a map for cyclists to identify their route. A comparison of results from the 1992 and 2000 surveys is included in section 7.5.

1.3.2 Pathwatch 1994

Calgary Parks & Recreation completed a survey of pathway users in 1994. The survey, known as Pathwatch 1994, was completed at 33 high use sites from 7:00 a.m. to 7:00 p.m. seven days per week over a four week period. The focus of the survey was recreational activity at high use pathway locations.

1.3.3 Downtown Cordon Survey, 1993, 1996, 1998, 2000

The City of Calgary conducts a downtown cordon survey every few years. The survey records all pedestrians, cyclists, skaters, automobiles, buses, and trucks entering and exiting downtown Calgary between 7:00 a.m. and 11:00 p.m., usually in May. The downtown cordon is an imaginary line around Calgary's downtown core. A cordon is usually defined by a natural or man made barrier that all users must cross. Calgary's downtown cordon, shown on Exhibit 1, is defined by four features: the Bow and Elbow Rivers, the CP Rail tracks and 11 Street West. The biannual downtown "Cordon Survey" records all trips crossing the cordon.



Legend

- Downtown Cordon
- (13) Survey Stations
- One way traffic

THE CITY OF CALGARY

CALGARY - The Best Place To Live!

100 0 200 metres

50 100

Exhibit 1
Downtown Cordon
and Survey Stations

The time of year of counts is significant for non-motorized users such as pedestrians, cyclists and skaters, since the weather has a greater impact on the choice of mode of transportation than for those using the automobile, bus or light rail transit. A supplementary cordon count of bicycles entering downtown was needed to establish baseline summer counts at all entry points into the downtown and to identify seasonal variation in bicycle use.

1.3.4 Home-to-work Survey 1993, 1996, 1999

'Home-to-work' surveys are conducted by The City of Calgary every three or four years to identify changes in trip making and to help plan for the future. Between 1996 and 1999, cycling was found to be the fastest growing mode of transportation city-wide and to downtown. (See Appendix G - Change in Primary Work Trip – 24 Hour.)

2.0 WHY CONDUCT THE SURVEY?

The 1992 Commuter Cyclist Survey, The Calgary Cycle Plan (1996), stakeholder input to The Pathway and Bikeway Plan (1999-2000) and the bicycle community have identified the need for more on street facilities for bicycles. Pathway users have complained of ever increasing bicycle traffic on the pathway system, particularly during peak weekday commuting periods and peak weekday evening and weekend periods. Speed limit signs were installed at problem locations in 1999 in an effort to reduce the speed of some commuter cyclists.

Cyclists have identified the need to provide bicycle parking facilities in all new development projects and to promote provision of shower, locker and changing facilities at work, recreation and other destinations likely to be used by cyclists.

The emergence of in-line skating in recent years as a popular mode of transportation, recreation and commuter activities, was identified.

Mandatory use of bicycle helmets has been the subject of debate in the last two years. A decision by the Alberta Government was deferred in 1999. Although not part of Cyclist Survey 2000, the use of a helmet by all cyclists and in-line skaters entering downtown on survey days was observed and recorded.

The Commuter Cyclist Survey 2000 was undertaken to obtain a better understanding of the needs of commuter cyclists and in-line skaters entering downtown Calgary and to encourage and promote their travel choice.

Some of the objectives of the survey were to identify:

- Baseline summer data for cycling and in-line skating trips into downtown
- Seasonal variation in bicycle use
- Number of commuter cyclists and in-line skaters wearing helmets
- Origin and destination of bicycle and skating trips
- Length and time of bicycle and skating trips
- Access to other modes of transportation
- Automobile ownership of cyclists
- Choice of mode if not cycling
- Months of the year cycling or skating
- Reasons for cycling and skating
- Route to downtown
- Route within downtown
- Preferred routes downtown
- Portion of trip on-street
- Preference: on-street versus off-street
- Rating of own skills and knowledge of Rules of the Road
- Rating of own comfort level downtown
- Type of on-street facility preferred downtown and outside downtown and why
- Bike parking at destination
- If cyclists pay for bike parking and amount willing to pay
- Change room, shower and locker facilities at destination
- If cyclists pay for change room, shower and locker facilities and amount willing to pay
- Bicycles stolen in last 5 years
- Recent accidents and cause
- Bicycle skills, training and knowledge of the rules of the road

- Suggested improvements to help cyclists/skaters inside and outside downtown
- Interest in training on bicycle skills and rules of the road
- Gender, age group, annual income, name, address, phone and email (optional)

3.0 SCOPE OF SURVEY

Cyclist Survey 2000 was conducted on weekday mornings in June and July 2000. A comprehensive six page survey (see Appendix A) was offered to all cyclists and in-line skaters entering downtown Calgary. The sixteen busiest pathway and road connections which cross the downtown cordon were selected as survey stations so comparison to all transportation modes from previous counts could be made.

In addition to the survey, two supplementary counts were conducted at the same time at each survey station. A count of the number of cyclists and skaters entering and exiting downtown and helmet use were recorded.

Refer to Exhibit 1.3 for the location of each survey station and the downtown cordon. One or two locations were surveyed each day depending on the number of users expected and the availability of summer students. All survey days except two occurred outside the Calgary Stampede (July 7 to 16, 2000) period. Surveys were handed out on Tuesday, Wednesday or Thursday to avoid the impact of long weekend plans on Monday and Friday trip patterns.

Only morning cyclists and skaters were surveyed since the focus of the survey was commuter use. There are less recreational trips during the morning peak period. The 7:00 a.m. to 9:00 a.m. period is typically used as the morning peak period for traffic data collection, however, preliminary observations identified considerable bicycle traffic before 7:00 a.m. Surveys were therefore distributed between 6:30 a.m. and 9:00 a.m.

In-line skaters were included in the survey because in-line skating is an emerging mode of transportation, the numbers were relatively small and no baseline data exists for commuter skaters into downtown Calgary. Pedestrians and runners were not counted because of the large number of pedestrians and limited manpower available to complete the survey.

4.0 SURVEY FORMAT

The Cyclist Survey, attached as Appendix A, was organized into the following sections:

• Introduction	
• "Tell Us About Yourself and Your Journey"	Questions 1 to 10
• "Show Us Your Route"	Questions 11 and 12
• "Tell Us About Your Route"	Questions 13 to 22
• "Tell Us About Your Facilities"	Questions 23 to 30
• Personal history: stolen bicycles, accidents, training	Questions 31 to 33
• Suggested improvements	Questions 34 and 35
• Additional Comments	
• Gender, age group and annual income	
• Contact information	
• Interest in training	

5.0 METHODOLOGY

A schedule was made to distribute surveys at 16 survey stations. Portable signage was made for the survey. A heavy metal sign was made and erected at each survey station the day before to notify cyclists of the survey the following day. Portable plastic signs and custom-made stands were used at and near each survey station. Two "Cyclist Survey Ahead," two "Stop Here for Cyclist Survey," and right turn and left turn "Cyclist Survey Ahead" signs were used.

Surveys were folded and placed in unsealed, postage paid, self-addressed envelopes and bundled in quantities sufficient to meet the number of anticipated cyclists at each station. Station #1 required six or seven people handing out survey packages. A good rule of thumb is one person handing out surveys for every 100 cyclists passing through the station between 7:00 a.m. and 9:00 a.m., with a minimum of two persons per station.

SURVEY STATION #1

SURVEY STATION #1

A copy of the Calgary Pathway & Bikeway Map, 2000-2001 edition, was attached to each survey as advance thanks for completing the survey.

Weather was generally good, but surveys were distributed irrespective of weather. The weather forecast for the day and weather at the time of the survey were recorded each day. Approximately one third of cyclists stopped to pick up the survey, one third grabbed the survey as they rode past, and the final third were not interested in the survey. Some inbound pedestrians and motorists asked for a survey stating they normally cycle and would like to respond. Surveys were handed to some outbound cyclists and cyclists who missed the survey but wanted to participate. A total of 2,470 surveys were distributed to cyclists and skaters.

SIGNAGE EXAMPLE

SURVEY STATION #3

6.0 RESULTS

This section summarizes results of the survey, as well as cyclist, skater, and helmet use counts.

Cyclist and Skater Count

Total trips entering or exiting downtown between 6:30 a.m. and 9:00 a.m. on survey days:

2,913 cyclist (95%)
152 skaters (5%)
3,065 total counted

Appendix E provides a summary of cyclists and in-line skaters entering and exiting the downtown area on survey days between 6:30 a.m. and 9:00 a.m.

Helmet Use

All in-line skaters and cyclists entering the downtown cordon were observed and their use of a helmet recorded. 65% of cyclists were observed wearing a helmet; 8% of in-line skaters.

Survey Results

This section summarizes overall survey results and results for each question.
Key statistics, trends, or unexpected results are highlighted after each question.

Surveys distributed	2,470
Surveys completed	1,434
Response rate	58.1%

The response rate is double the typical response rate for mail in-surveys and particularly good for a comprehensive six page survey. The response rate for each question of the survey is summarized in Appendix C.

6.1 Who, When, Where, Why and How

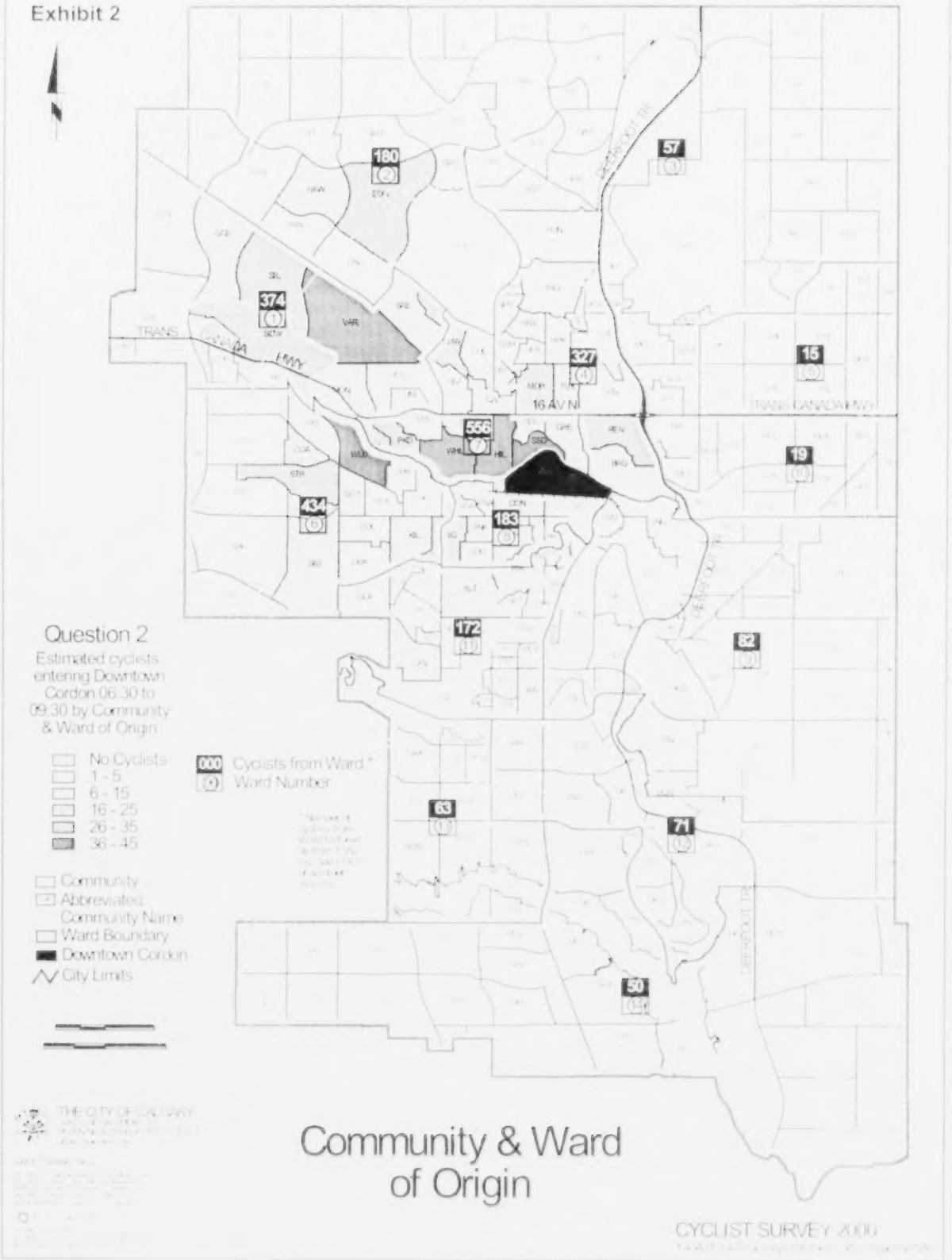
Question 1 ***You are a . . . ?***

1,401	Cyclist (97.7%)
32	In-line skater (2.2%)
1	Scooter user (0.1%)
1,434	Total Responses

Question 2 ***Where did you start your journey (community)?***

- 80% (146 of 182 residential communities) with at least one response.
- Highest number of responses from northwest and west of downtown.
- Few responses from northeast and south of 50 Avenue South. See Exhibit 2 for a plot showing the number of responses in each community. Refer to Appendix H for a list of the top 50 communities in terms of the number of responses.

Exhibit 2


Question 2
Estimated cyclists entering Downtown Cordon 06:30 to 09:30 by Community & Ward of Origin
No Cyclists
1 - 5
6 - 15
16 - 25
26 - 35
36 - 45
Community
Abbreviated Community Name
Ward Boundary
Downtown Cordon
City Limits
000 Cyclists from Ward *
(0) Ward Number
180 (2)
57 (3)
374 (1)
327 (4)
15 (2)
556 (7)
19 (10)
434 (8)
183 (8)
172 (11)
82 (3)
63 (10)
71 (12)
50 (13)
16 AV NE
TRANS CANADA HWY
Community & Ward of Origin
CYCLIST SURVEY 2000

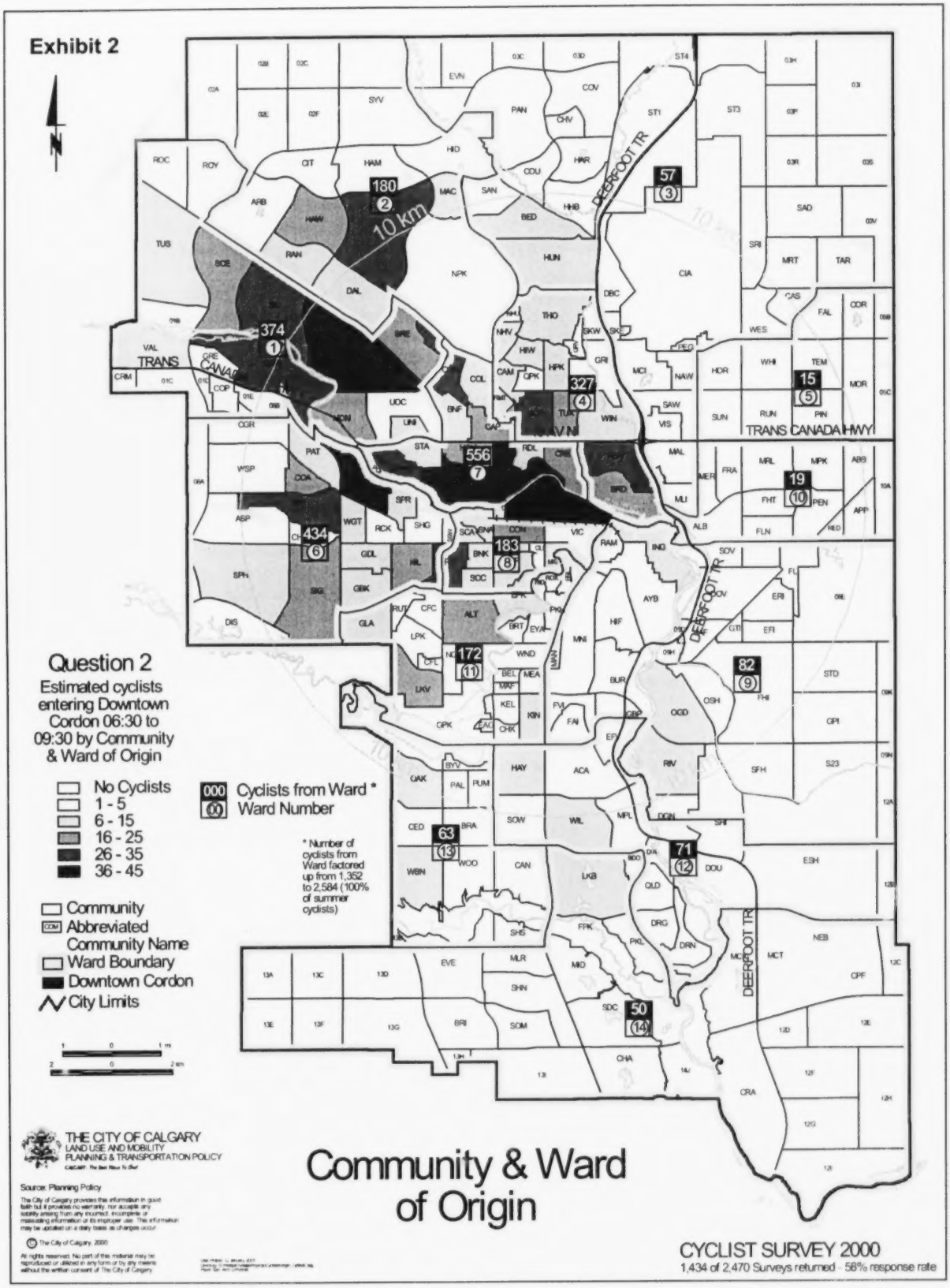


Exhibit 2
N
180
(2)
10 km
374
(1)
57
(3)
327
(4)
15
(5)
556
(7)
19
(10)
434
(6)
183
(8)
172
(11)
82
(9)
63
(13)
71
(12)
50
(14)
DEERFOOT TR
TRANS CANADA HWY
Question 2
Estimated cyclists entering Downtown Cordon 06:30 to 09:30 by Community & Ward of Origin
No Cyclists
1 - 5
6 - 15
16 - 25
26 - 35
36 - 45
000 Cyclists from Ward *
(00) Ward Number
* Number of cyclists from Ward factored up from 1,352 to 2,584 (100% of summer cyclists)
Community
Abbreviated Community Name
Ward Boundary
Downtown Cordon
City Limits
THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING & TRANSPORTATION POLICY
Source: Planning Policy
Community & Ward of Origin
CYCLIST SURVEY 2000
1,434 of 2,470 Surveys returned · 58% response rate

- 10% of cyclists entering downtown had a destination outside the downtown cordon. These trips are called 'through trips' because they enter and then exit the downtown cordon.

Communities near, or with direct access to the Bow River Pathway system have the highest number of responses. Responses from residential communities east of Deerfoot Trail and east of industrial areas are significantly under represented.

Question 3 Where are you going (building or address)?

90% of those who responded had a destination downtown. Refer to Exhibit 1 for the location of the downtown cordon and survey stations. See Exhibit 3 for a plot showing destinations in and near downtown.

Question 4 What time did you start your journey today?

Responses were divided into 15 minute intervals.

57% started by 7:14 a.m.
80% started by 7:44 a.m.

The interval with the highest number of cyclists or skaters starting was 7:00 a.m. to 7:14 a.m. A total of 290 cyclists or skaters started during this interval which represents 21% of those who responded.

Question 5 One-way journey distance or time?

64 % provided a distance
average distance = 11 kilometres

86% provided time
average time = 27 minutes

Question 6 Do you have access to a car that you could have used for this journey?

87% had access to a car they could have used.
13% did not have access to a car.
100% response rate.

Most do not have to cycle, but choose to do so. See Exhibit 4.

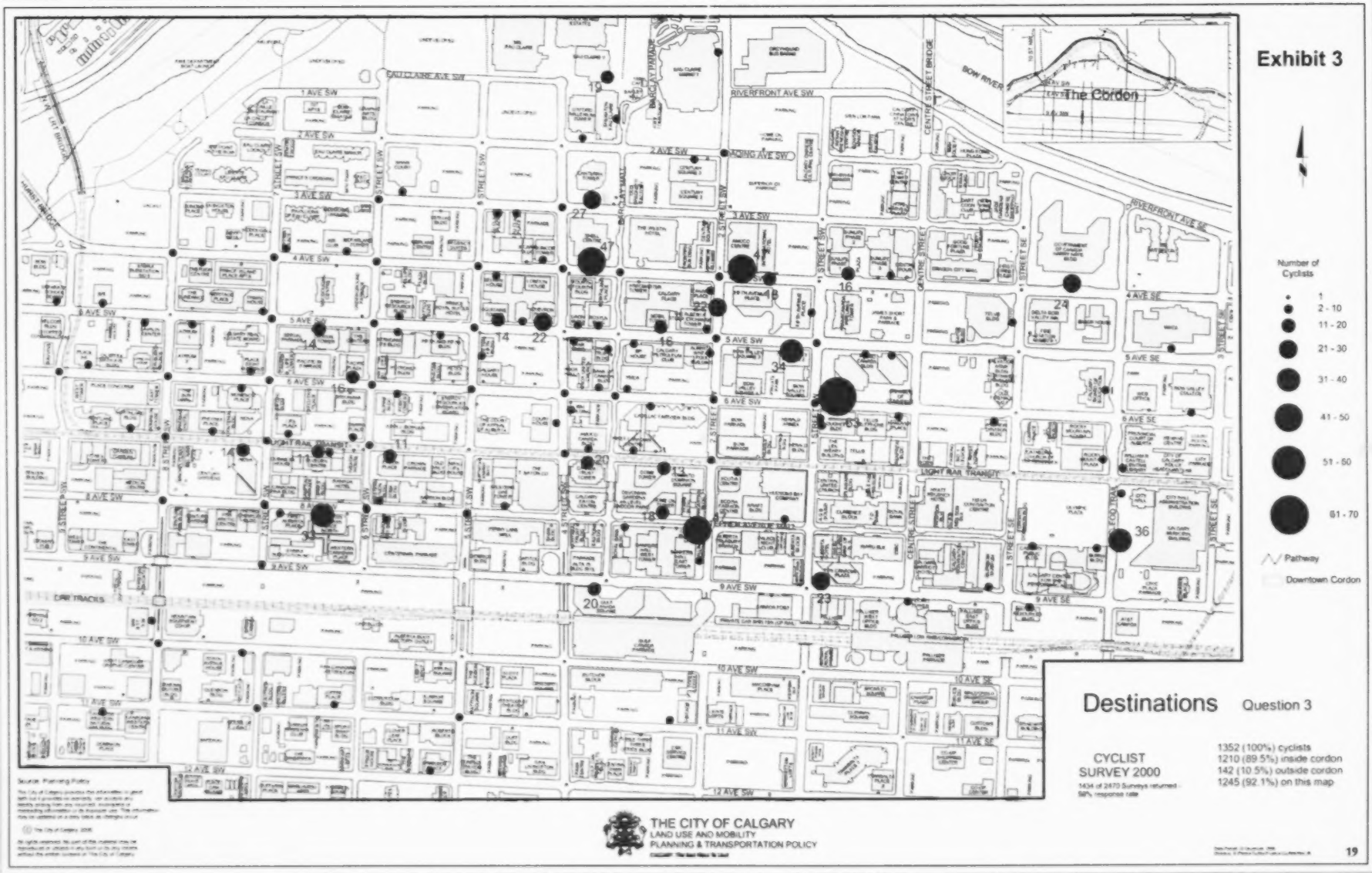


Exhibit 3
The Cordon
Number of Cyclists
1
2 - 10
11 - 20
21 - 30
31 - 40
41 - 50
51 - 60
61 - 70
Pathway
Downtown Cordon
Destinations
Question 3
CYCLIST SURVEY 2000
1434 of 2470 Surveys returned - 58% response rate
1352 (100%) cyclists
1210 (89.5%) inside cordon
142 (10.5%) outside cordon
1245 (92.1%) on this map
THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING & TRANSPORTATION POLICY
19

Exhibit 4 – Car Access and Alternate Transportation Modes (Questions 6 and 7)

Car Access (Question 6)	Mode Option (Question 7)	Total	% Response*	Cyclists	In-Line Skaters	Other
Yes	No Response	24	2%	24	0	0
Yes	Carpool	18	1%	18	0	0
Yes	Other	11	1%	10	1	0
Yes	Personal Car	375	30%	368	7	0
Yes	Taxi	1	0%	1	0	0
Yes	Transit	548	44%	538	10	0
Yes	Transit/Car	140	11%	139	1	0
Yes	Walking	133	11%	125	8	0
	Total	**1250**	100%			
	Percentage	**87%**				
No	No Response	6	3%	5	1	0
No	Carpool	2	1%	2	0	0
No	Other	1	1%	1	0	0
No	Personal Car	4	2%	3	1	0
No	Taxi	1	1%	1	0	0
No	Transit	127	69%	126	1	0
No	Transit/Car	2	1%	2	0	0
No	Walking	41	22%	38	2	1
	Total	**184**	100%			
	Percentage	**13%**				
Total responses to this question (100% response)		1434				
Yes & No (combined)	No Response	30	2%	29	1	0
	Carpool	20	1%	20	0	0
	Other	12	1%	11	1	0
	Personal Car	379	26%	371	8	0
	Taxi	2	0%	2	0	0
	Transit	675	47%	664	11	0
	Transit/Car	142	10%	141	1	0
	Walking	174	12%	163	10	1
	Total	**1434**	100%			
	Percentage	100%				

* Percentages have been rounded and may not add to 100.

Question 7 ***If you were not cycling/skating, how would you have made this journey?***

Responses were sorted by those with access to a car and those without.

- With car access - 87% or 1,250:
  - 44% transit
  - 30% personal car
  - 11% transit/car
  - 11% walking
  - 2% no response
  - 1% carpool

- No car access - 13% or 184:
  - 69% transit
  - 22% walking

445 personal car trips were not taken by the 1,434 who responded to the survey. Factoring up to the total cyclists and skaters entering downtown between 6:30 am and 9:00 am, **the estimated number of car trips not entering downtown, due to those choosing to cycle or skate, is 800.**
See Exhibit 4.

Question 8 ***Which months of the year do you travel by cycling/skating?***

at least 29% cycle year round
at least 77% cycle/skate 7 months of the year (April to October)
at least 97% cycle/skate 5 months of the year (May to September)

Refer to Exhibit 5 for a summary of use by month.

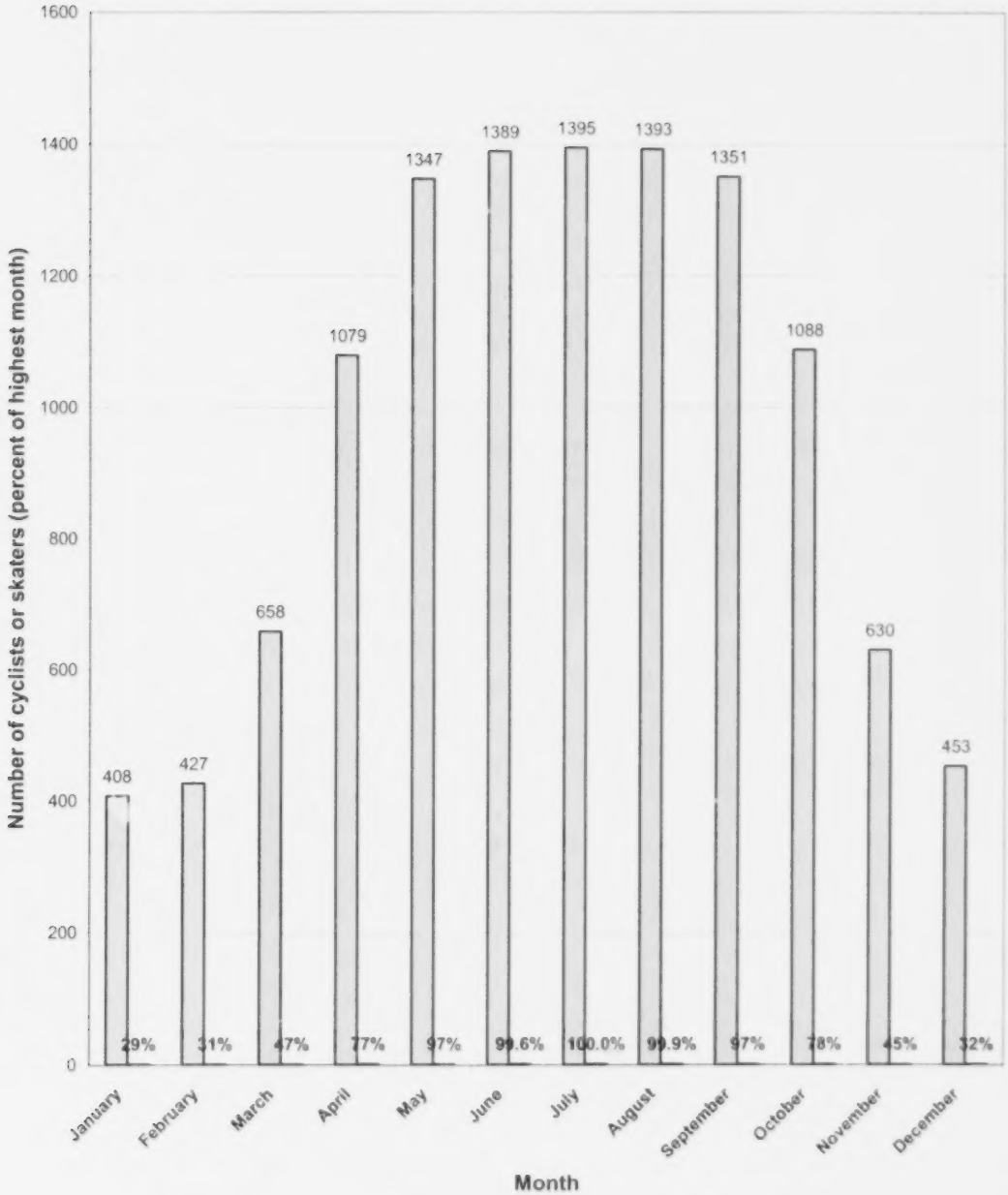
Question 9 ***If you are cycling/skating to work please tell us why (rank top 4).***

66%	ranked reasons
27%	simply checked all reasons that applied
7%	did not respond

Responses were summarized for those who ranked reasons. The percent of times each reason was ranked number one:

Exercise	55%
Cheaper	12%
Faster	10%
Fun	10%
Less Stressful	8%
Environmental Benefit	4%
Reduce Traffic	1%

Exhibit 5 - Seasonal Variation of Cycling (Q8)



The percent of the total number of times each reason was either checked or ranked 1, 2, 3, or 4 was:

Exercise	23%
Fun	16%
Less Stressful	16%
Cheaper	14%
Faster	14%
Environmental Benefit	11%
Reduce Traffic	6%

When asked to identify the number one reason for cycling, exercise was identified almost five times more often than any other reason. The reasons ranked number one most often, after exercise, were cheaper, faster, fun, and less stressful.

The five reasons most often identified as the number one reason for cycling or skating were all personal and practical reasons. More global, community-minded reasons such as 'environmental benefit' and 'reduce traffic' were seldom ranked first.

When the rank of reasons was ignored and the frequency ranked 1, 2, 3, or 4, or given a check mark was tabulated, exercise was still the most frequent reason at 23%. However, the other reasons were selected more often. 'Environmental benefit' and 'reduce traffic' registered more often but were still the least common reason for cycling or skating.

Question 10 ***If you are not on your way to work, please tell us why you are cycling/ skating?***

The intent of this question was to identify how many trips were not commuting trips on the survey day and if not, the purpose of the trip. If we assume all those who responded with at least one check mark were not going to work, then only 7% (102 of 1,434) were non-work trips. The frequency each trip purpose was identified is summarized:

Recreation	41%
Exercise	40%
Shopping	11%
Other	8%

This question may have been misinterpreted by some. They may have responded concerning cycling or skating on other days, when not travelling to work? If the question was misinterpreted this way by some, then the number of non-work trips would be lower than 7%.

6.2 Route

Question 11 ***Please indicate your usual downtown route on the Downtown Map.***

Responses to this question were inconsistent and difficult to summarize.

Route information and answers to questions 13 and 14 were used to identify preferred routes downtown as shown on Exhibit 7.

Question 12 ***If you are coming from the north, please indicate your usual route to and from downtown on the Northeast and Northwest maps.***

Route information was transposed to digital mapping and cumulative route selection information plotted as show on Exhibit 6 for trips from the northeast and the northwest.

Question 13 ***In downtown, which east/west route(s) do you prefer? Why?***

The top five east/west routes, in order of preference, and the most common reasons for selecting each route, are summarized below.

		Reasons (% of all reasons for each route)				
Rank	**Preferred Route**	**Less Cars**	**Direct**	**Room for Cyclists**	**Safety**	**Quiet**
1	3 Avenue	47%	23%	3%	1%	6%
2	Riverfront Ave	42%	15%	2%	12%	2%
3	Eau Claire Promenade (pathway)	37%	13%	3%	10%	2%
4	8 Avenue (mall)	52%	14%	11%	1%	4%
5	10 Avenue	64%	12%	10%	2%	0%

- 'Less cars' was clearly the number one reason for selecting a preferred east/west route.
- 'Direct' was the second most common reason but less important.
- 8 Avenue was rated high even though it is illegal to cycle on the Stephen Avenue Mall portion between 6:00 a.m. and 6:00 p.m.
- A majority (57%) did not identify a specific route.

Refer to Exhibit 7 for a map showing preferred routes downtown.

Question 14 ***In downtown, which north/south route(s) do you prefer? Why?***

The top five north/south routes, in order of preference, and the most common reasons for selecting each route, are summarized below.

		Reasons (% of all reasons for each route)				
Rank	**Preferred Route**	**Direct**	**Less Cars**	**Wide Road/ Sidewalk**	**Convenient**	**One-way**
1	3 St W. (Barclay Mall)	26%	38%	4%	3%	2%
2	1 St W.	49%	30%	2%	2%	0%
3	5 St W.	38%	9%	6%	6%	12%
4	4 St W.	39%	9%	6%	10%	5%
5	2 St W.	42%	27%	4%	0%	1%

- 'Direct' was clearly the number one reason for selecting a preferred north/south route.
- 'Less cars' was the second most common reason. Except for Barclay Mall, directness was more important than 'less traffic.' Cyclist selecting the shortest north/south route between their east/west route and their destination to minimize the amount of time on downtown roads.

- 'Wide road / sidewalk' was cited by some as a reason even though it is illegal to cycle on the sidewalk.
- Many (45%) did not identify a specific route.

Refer to Exhibit 7 for a map showing preferred routes downtown.

Question 15 ***In downtown, are there any roads that you avoid? Why?***

The top ten roads and the number of times selected are listed in the following table:

		Responses	
Road(s) Avoided		Frequency	% of Those Who Provided a Reason
1	All	237	23%
2	None	145	14%
3	Several	118	11%
4	4 Avenue	97	9%
5	Avenues	57	6%
6	Busy streets	47	5%
7	5 Avenue	43	4%
8	6 Avenue	34	3%
9	Macleod Trail	33	3%
10	One-ways	19	2%

1,034 responded to the question. The ten responses listed represent 80% of all responses.

Question 16 ***On your journey to downtown, what percentage of your trip takes place on-street?***

A majority of cyclists (56%), spend less than half of their trip on-street.

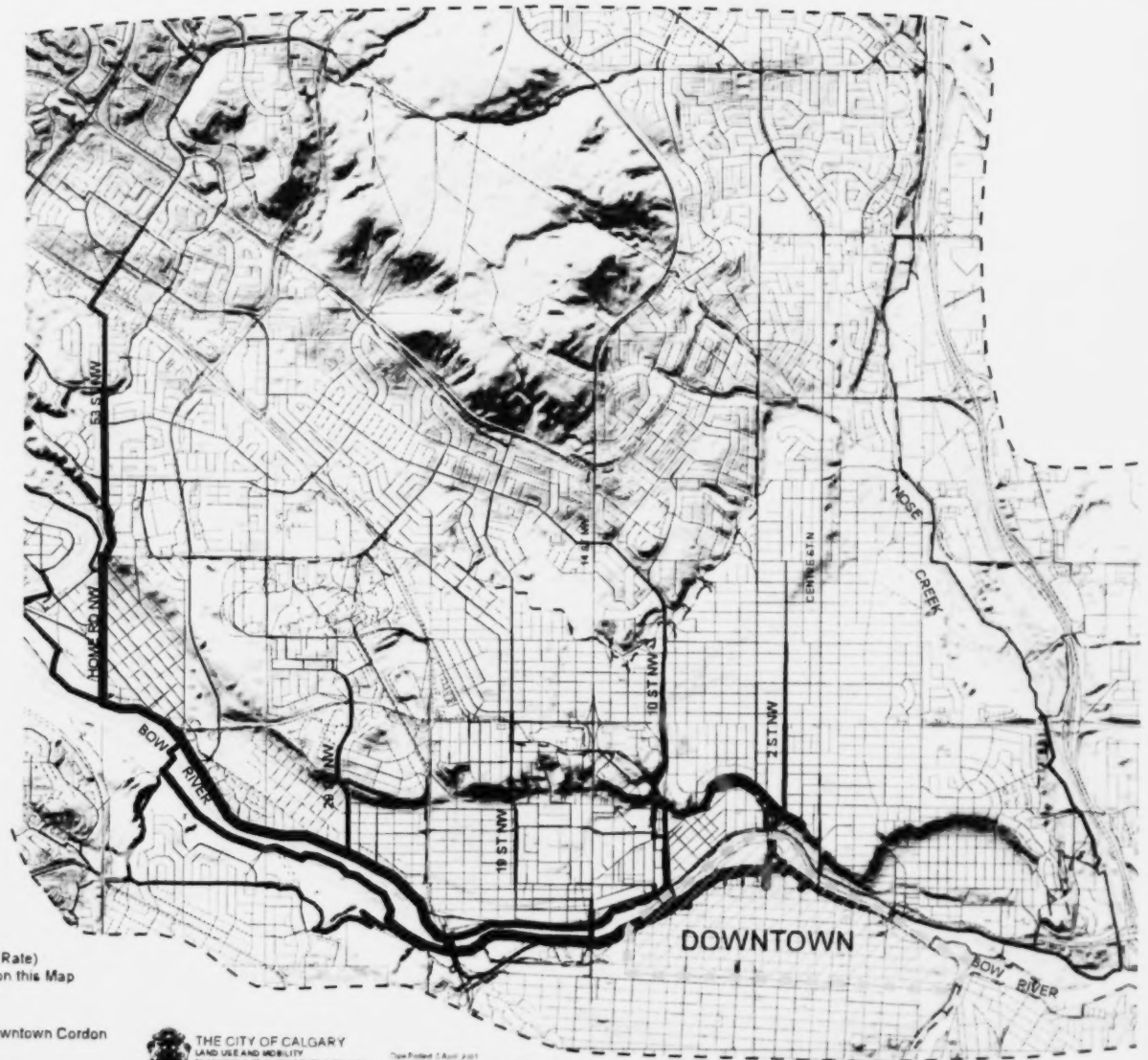
Question 17 ***Which type of route do you prefer?***

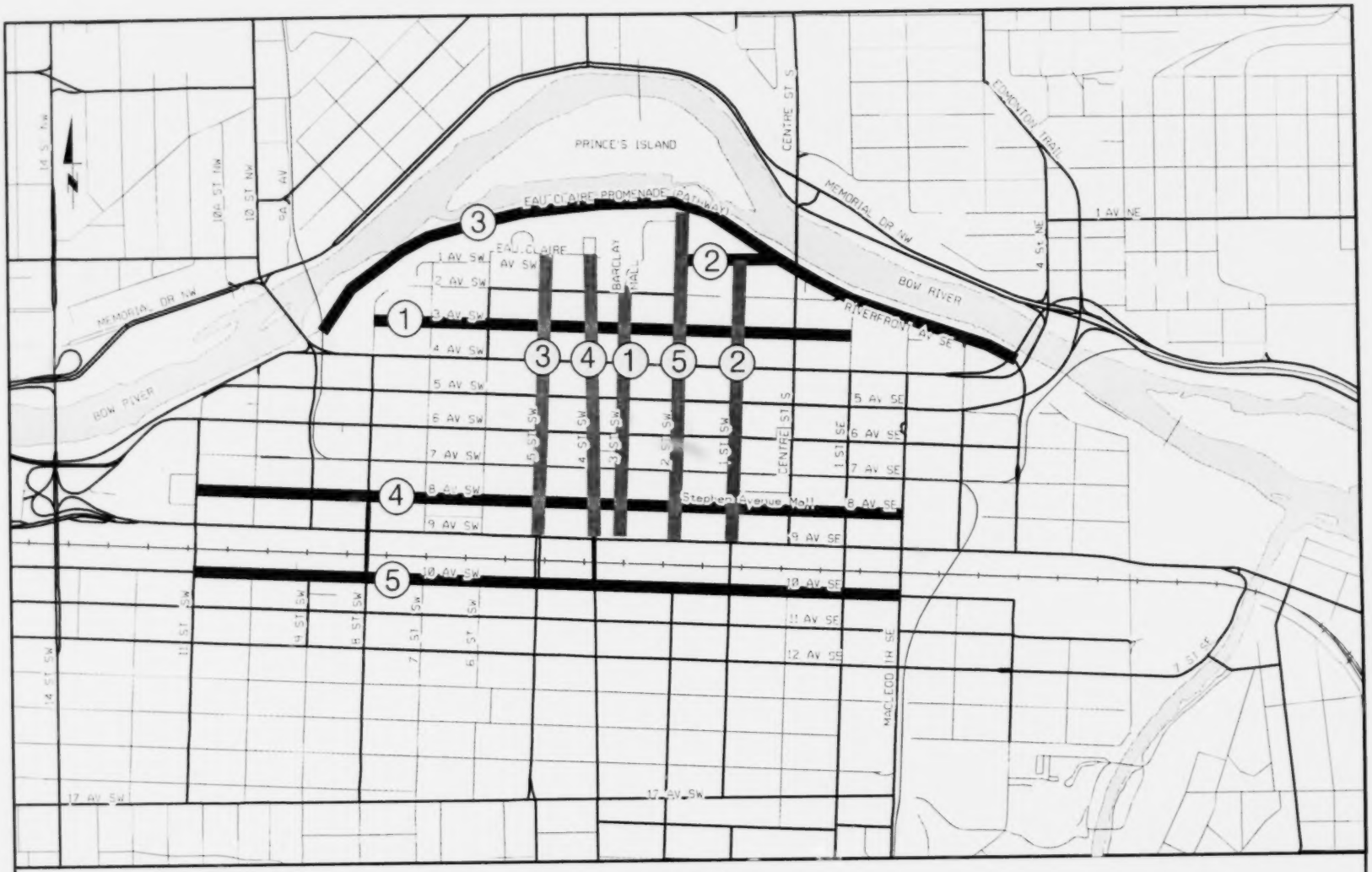
	On-street	Off-street	No preference
Cyclists	9%	86%	5%
Skaters	9%	81%	10%

Question 18 ***How would you rate your cycling/skating skills and knowledge of rules when travelling downtown?***

See Exhibit 8.

Exhibit 6


CYCLING ROUTES
NORTH CALGARY
Source: COMMUTER CYCLIST SURVEY 2000
· Trips to Downtown Only
· Weekday Mornings, 06:30 - 09:00
· June & July 2000
Number of Cyclists on Road or Pathway
1
10 - 20
21 - 30
31 - 40
41 - 50
51 - 75
76 - 100
101 - 200
201 - 300
301 - 400
401 - 500
501 - 600
Survey Statistics
2470 Surveys Distributed
1434 Surveys Returned (58% Response Rate)
822 (A) Number of Bicycle Trips Shown on this Map
Bicycle Count Data
2584 (B) Inbound Cyclists Counted at Downtown Cordon
32% of Total Bicycle Trips to Downtown Shown on this Map
THE CITY OF CALGARY
LAND USE AND MOBILITY PLANNING & TRANSPORTATION POLICY
DOWNTOWN
BOW RIVER
MOSE CREEK
CENTRE ST N
14 ST NW
10 ST NW
2 ST NW
1 ST NW
19 ST NW
BOW TRAIL NW
BOW RIVER
85 ST NW



Legend

- Preferred East-West Route
- (1) Rank of E-W Route
- Preferred North-South Route
- (1) Rank of N-S Route

THE CITY OF CALGARY

CALGARY- The Best Place To Live!

100 0 200 metres

50 100

Exhibit 7
Preferred Routes
(Q13 & Q14)

Exhibit 8 - Skill Level and Comfort Level Downtown (Q18 & Q19)

	Comfort Level							
Skill Level	**Very Stressful**	**Somewhat Uneasy**	**Neutral**	**Comfortable**	**Very Comfortable**	**n/a**	**Total**	**Percent of Total**
Not Very Skilled	1	3		1	1		6	0%
Somewhat Skilled	9	26	11	18	2		66	5%
Average	25	172	78	132	11	1	419	29%
Above Average Skills	21	147	93	242	72	4	579	40%
Very Skilled	21	70	26	107	123	2	349	24%
n/a		3	1		1	10	15	1%
Total	77	421	209	500	210	17	**1,434**	100%
Percent of Total	5%	29%	15%	35%	15%	1%		

Highest number of responses for each comfort level

Observations:

In general, the more skilled the cyclist or skater, the more comfortable they are cycling or skating downtown.

93% consider their skill level to be average or better.

Only 50% are comfortable cycling downtown.

Question 19 How would you rate your comfort level while cycling/skating downtown?

See Exhibit 8.

In general, the more skilled the cyclist, the more comfortable they are cycling downtown.

Question 20 What makes you uncomfortable while cycling/skating downtown? Why?

The top ten factors and the number of times selected are listed in the following table:

		Responses	
Factors		Frequency	% of Those Who Provided a Reason
1	Too many cars	389	31%
2	Aggressive/inconsiderate drivers	359	29%
3	No space for cyclists	127	10%
4	Traffic on pathways	80	6%
5	Buses & taxis	46	4%
6	Drivers not paying attention	37	3%
7	Double & triple turns	35	3%
8	High vehicle speeds	34	3%
9	Riding on the road	29	2%
10	Aggressive cyclists/skaters	20	2%

The top five reasons for feeling uncomfortable were:

1. Drivers inattentive / inconsiderate
2. Fear of being hit by a car
3. No space for cyclists
4. Dangerous
5. Fear of injury

Question 21 Where do you cycle / skate downtown?

Many of the 1,411 responses indicated they use more than one type of facility. The following table indicates the number and percent of total responses that used each facility.

Facility	Number Using Each Facility	Percent of Total
Sidewalks	388	28%
Pathways	975	69%
Roads	1136	81%
Lanes	211	15%
Parking lots	77	6%
Other	14	1%
Total responses	1411	

Question 22 ***What type of on-street bicycle route do you prefer? Why?***

Route Type	Outside downtown	Downtown	Combined
Signs only	18%	4%	11%
Wide curb lane	28%	24%	26%
Bike lane	44%	60%	52%
No preference	10%	12%	11%
Total	100%	100%	100%

The top three reasons for selecting a route type and the percent citing each type are:

1. Safer 74%
2. Narrow roads / more room 10%
3. Aggressive / inconsiderate drivers 8%

6.3 Facilities

Question 23 ***Is there bicycle parking at your destination?***

Yes 92%
No 8%

See Exhibit 9.

Question 24 ***What type of bicycle parking is at your destination?***

Enclosure	614	43%
Lockers	38	3%
Racks	705	49%
None	68	5%
Total		100%

Inside	903	63%
Outside	400	28%
Other	77	5%
None		4%
Total		100%

Also, see Exhibit 10.

Question 25a ***Do you have to pay to use bicycle parking?***

308 or 21% now pay for bicycle parking.

Yes 21%
No 79%

Question 25b If yes, how much per month?

Most responded in terms of $ per month however some used $ per year. Yearly data was divided by 12 for equivalent monthly payment.

	Monthly
Minimum	$0.60
Median	$5.00
Average	$9.00
Mode	$10.00
Maximum	$100.00

The most common rate for bicycle parking downtown is $10.00/month.

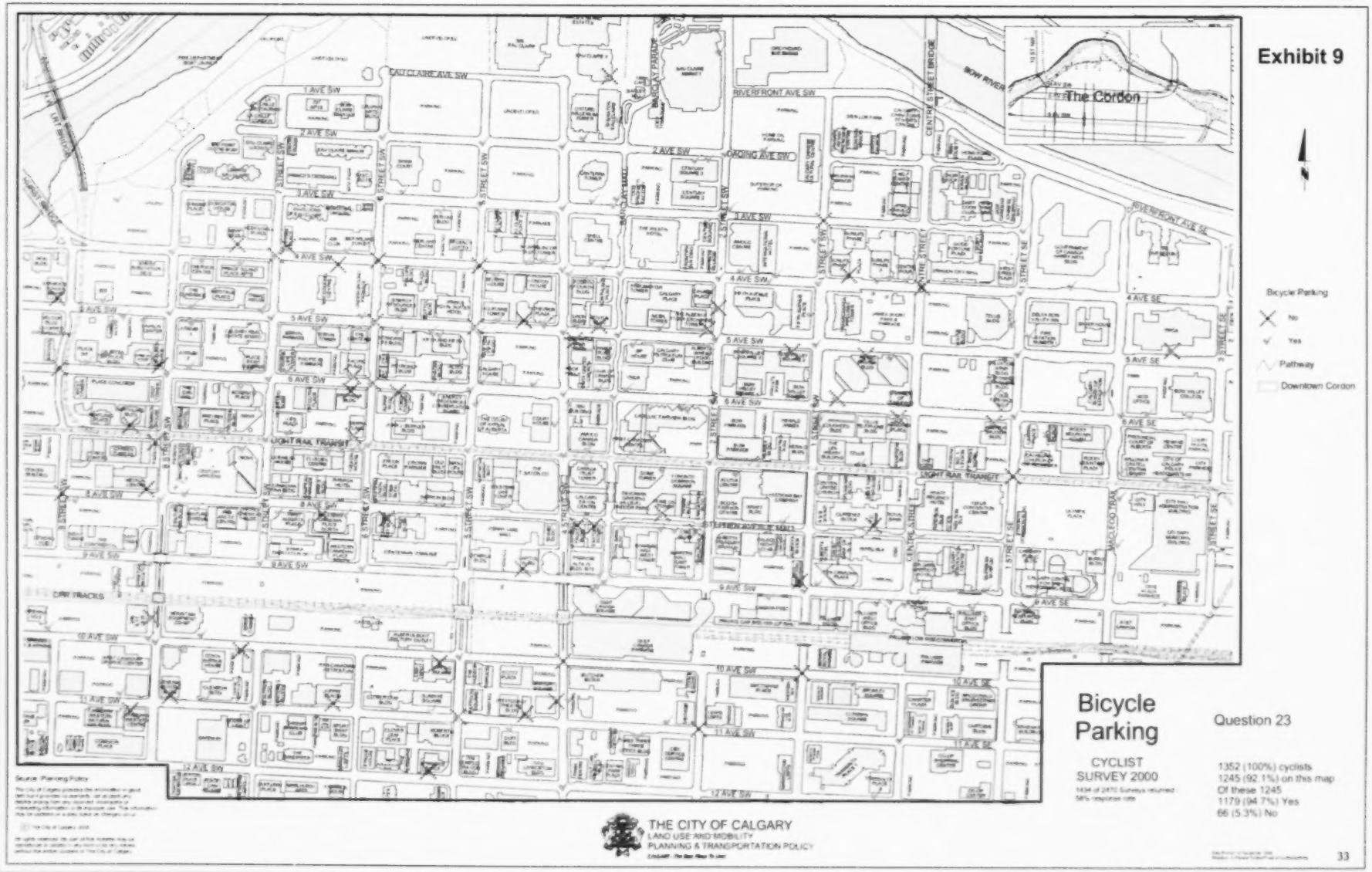


Exhibit 9
The Cordon
Bicycle Parking
No
Yes
Pathway
Downtown Cordon
Bicycle Parking
Question 23
CYCLIST SURVEY 2000
1434 of 2470 Surveys returned - 58% response rate
1352 (100%) cyclists
1245 (92.1%) on this map
Of these 1245
1179 (94.7%) Yes
66 (5.3%) No
THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING & TRANSPORTATION POLICY
33

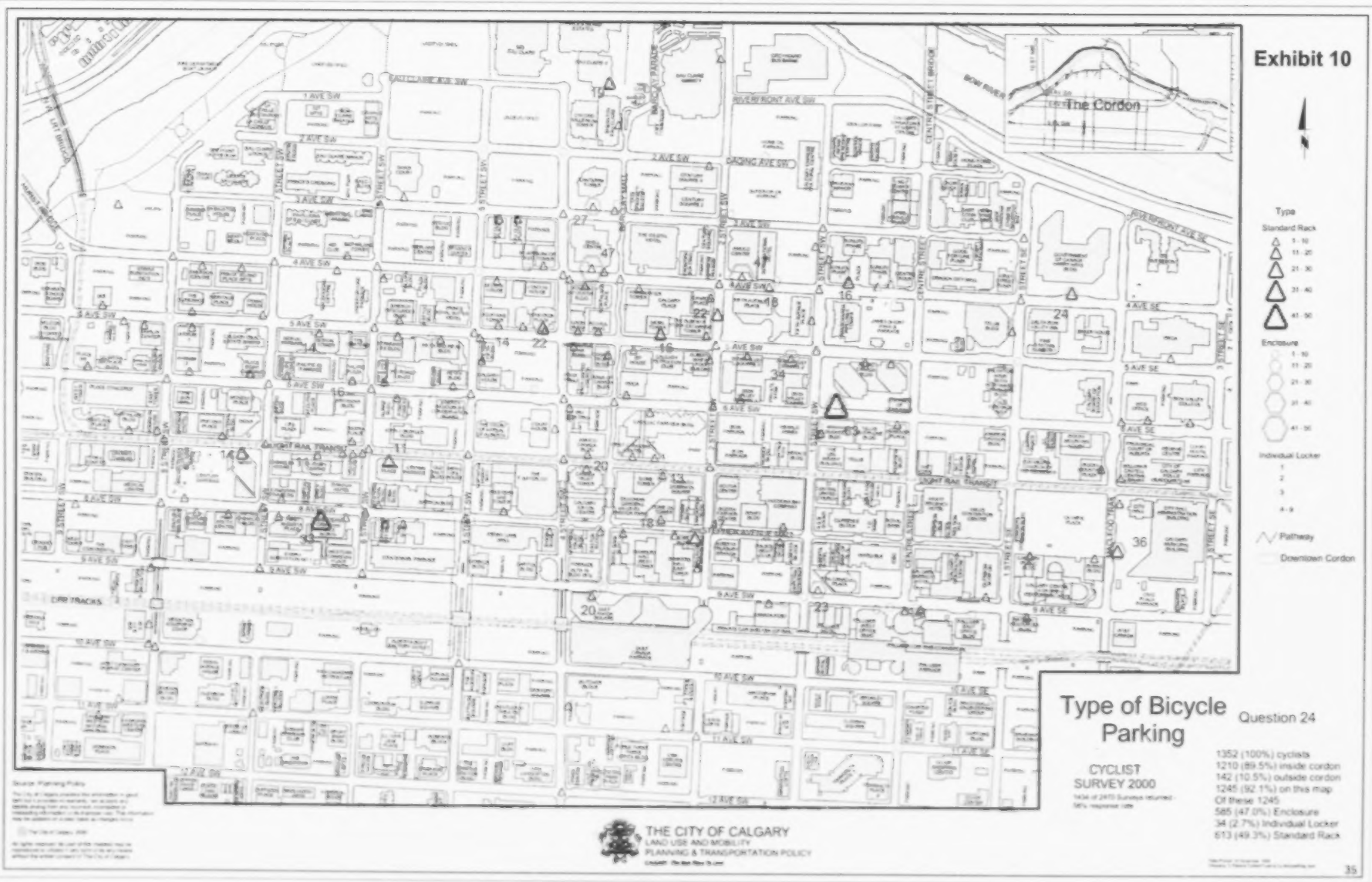


Exhibit 10
The Cordon
Type
Standard Rack
1 - 10
11 - 20
21 - 30
31 - 40
41 - 50
Enclosure
1 - 10
11 - 20
21 - 30
31 - 40
41 - 50
Individual Locker
1
2
3
4 - 9
Pathway
Downtown Cordon
Type of Bicycle Parking
Question 24
CYCLIST SURVEY 2000
1352 (100%) cyclists
1210 (89.5%) inside cordon
142 (10.5%) outside cordon
1245 (92.1%) on this map
Of these 1245
565 (47.0%) Enclosure
34 (2.7%) Individual Locker
613 (49.3%) Standard Rack
THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING & TRANSPORTATION POLICY
35

Question 26 ***How much would you be willing to pay for secure bicycle parking?***

Exhibit 11 - Willing to Pay for Bicycle Parking? (Q26)

Total surveys received = 1,434

Total providing an amount = 1,111

Responses in terms of $ per month = 1,008

Amount $/month	Number of cyclists	Percent of Total
0	222	22%
5	330	33%
10	297	29%
15	131	13%
20	9	1%
25	8	1%
30	4	0%
40	1	0%
50	6	1%
Total	1008	100%

Average amount: $7.37 per month

Question 27 ***What other facilities are at your destination?***

Change rooms	52%
Showers	57%
Clothes lockers	35%
None	35%
Other	6%

Question 28 ***Who supplies the facilities?***

Building owner	46%
Employer	43%
Don't know	7%
Other	4%

Question 29a ***Do you have to pay to use the change room/shower facilities at your destination?***

	Cyclists	Skaters
Yes	18%	19%
No	82%	81%

Question 29b ***If yes, how much per month?***

The cost of change room/shower facilities was either low ($5 to $10/month) or much higher ($40 to $60/month). Many of the higher amounts indicated the fee is part of a club membership.

Question 30 ***How much would you be willing to pay to use the change room/shower facilities at your destination?***

See Exhibit 12.

Exhibit 12 - Willing to Pay for Change Room / Shower Facilities? (Q30)

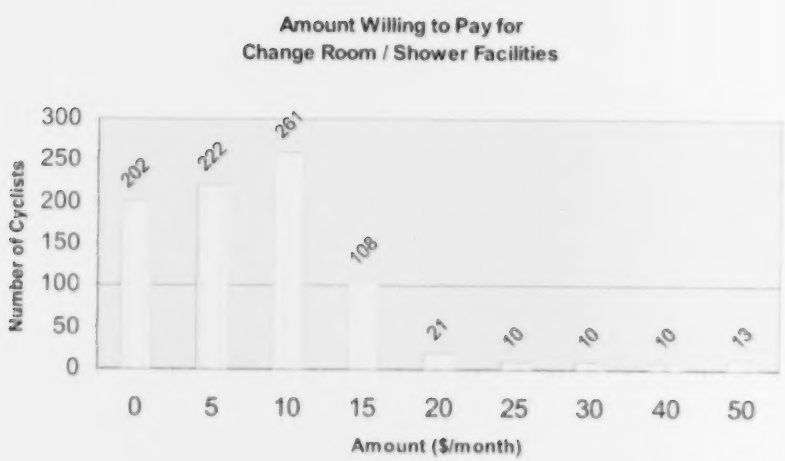
Total surveys received = 1,434

Total providing an amount = 912

Responses in terms of $ per month = 857

Amount $/month	Number of cyclists	Percent of Total
0	202	24%
5	222	26%
10	261	30%
15	108	13%
20	21	2%
25	10	1%
30	10	1%
40	10	1%
50	13	2%
Total	857	100%

Average amount $8.15 per month



6.4 Personal History

Question 31 ***Have you had a bicycle stolen in the last 5 years?***

Yes 19%
No 81%

Question 32a ***Have you had a collision or accident while cycling/skating in the last two years?***

Yes 384 (27%)
No 1050 (73%)

Question 32b ***If yes, were you injured?***

Yes 196 injured (51%)
No 188 not injured (49%)

So, 196 of 1,434 or 14% of cyclist or skaters have been involved in an injury accident in last two years.

Question 32c ***What caused the accident?***

370 of 384 who had an accident provided a reason for the accident. The top ten reasons and the number of times selected are listed in the following table:

		Responses	
	Reason for Collision	**Frequency**	**% of 370 Reasons**
1	Collided with car	79	21%
2	Cyclist inattention	66	18%
3	Debris on pathway	54	15%
4	Ignorant motorist	32	9%
5	Collided with cyclist/skater	28	8%
6	Cut off by vehicle	22	6%
7	Weather conditions	15	4%
8	Collided with animal	14	4%
9	Hit stationary object	12	3%
10	Poor path condition	12	3%
		Total	90%

Question 33 ***Have you had formal training on bicycle skills and rules of the road?***

Yes 18%
No 82%

6.5 Comments

Question 34 ***Provide 2 improvements that could be implemented to help you cycle/skate <u>outside downtown</u>.***

See Exhibit 13 and Exhibit 14.

Exhibit 13 - Improvements Outside Downtown - First Suggestion (Q34)

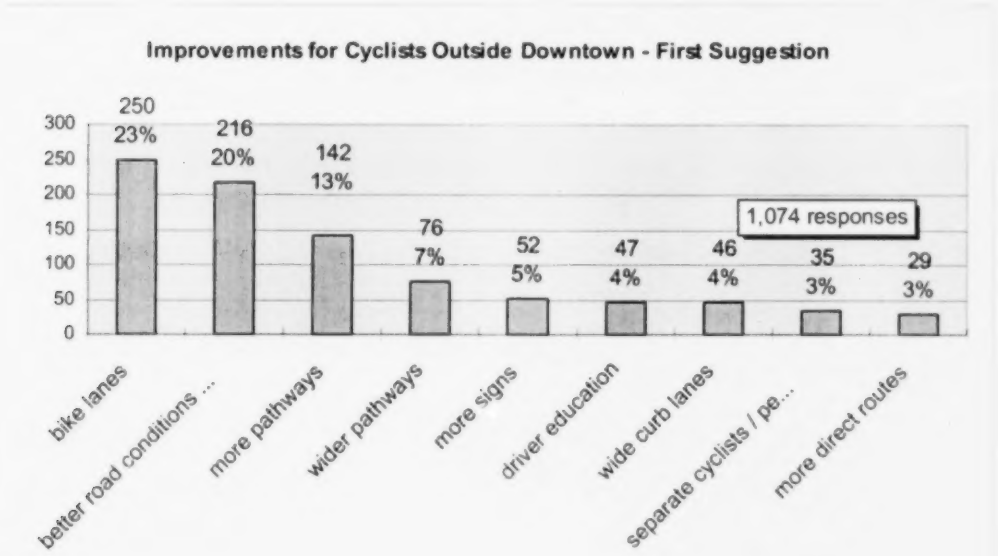
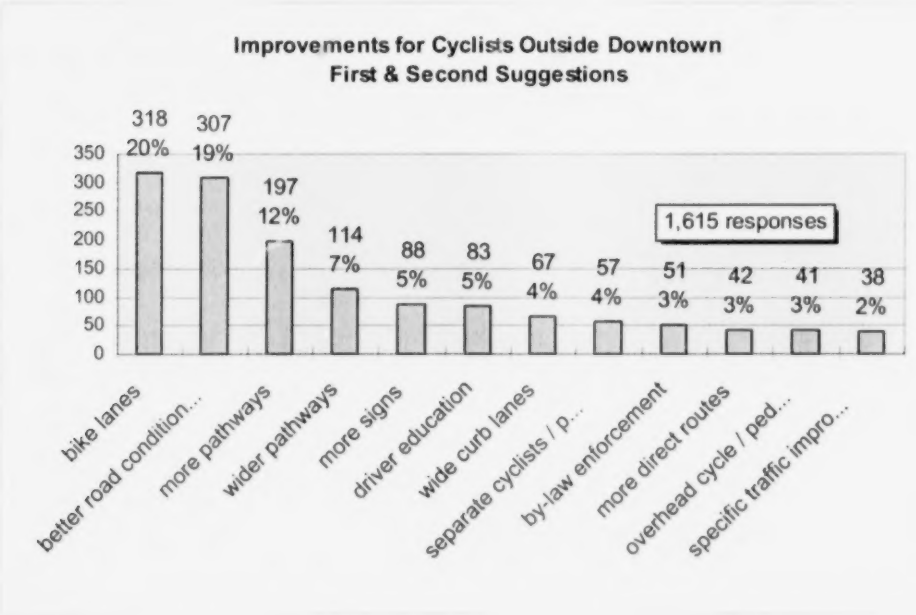


Exhibit 14 - Improvement Outside Downtown - First & Second Suggestions (Q34)



Question 35 ***Provide 2 improvements that could be implemented to help you cycle/skate <u>downtown</u>.***

See Exhibit 15 and Exhibit 16.

Exhibit 15 - Improvements Downtown - First Suggestion (Q35)

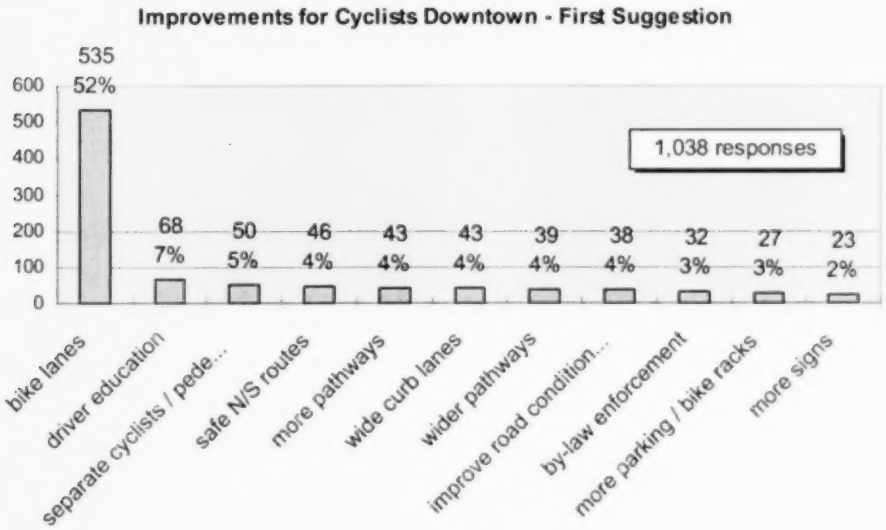
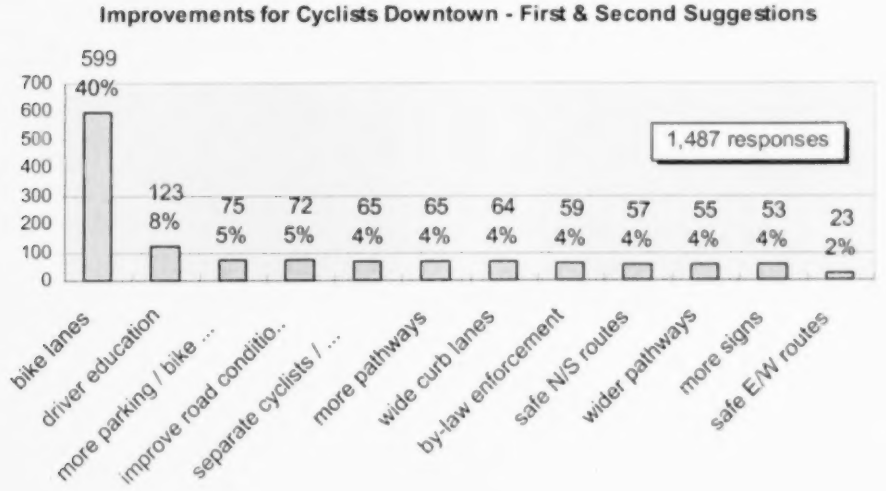


Exhibit 16 - Improvements Downtown - First & Second Suggestion (Q35)



6.6 Demographic Data

Gender

Male 76%
Female 24%

Age Group

Age Group	Number	Percent of 1,404 (of those providing age)
under 18	1	0%
18-19	11	1%
20-24	64	5%
25-34	407	29%
35-44	610	43%
45-54	276	20%
55-64	35	2%
65+	0	0%
No response	30	
Total	1434	100%

65% of cyclists & skaters are 35 years of age or older.

Annual Income

Annual Income ($000)	Number	Percent of 1,252 (of those providing income)
Under 20	55	4%
20-29	94	8%
30-39	125	10%
40-49	153	12%
50-59	125	10%
60+	700	56%
No response	182	
Total	1434	100%

56% of those who responded earn more than $60,000 per year.

7.0 OBSERVATIONS

7.1 Typical Cyclist

The typical cyclist entering downtown Calgary on a weekday morning is a middle-aged male, wearing a helmet, and earning more than $60,000 per year. He cycles seven months of the year and takes 27 minutes to cycle 11 kilometres. He has a car at home but chooses to cycle for exercise. He has not had formal bicycle training, prefers off-street routes and uses pathways.

7.2 Common Perceptions and Survey Results

The following table lists some common perceptions of commuter cyclists and their behavior. Survey results are provided for each perception and are referenced to the survey source.

Perception of Cyclists or Skaters	Perception Correct?	Survey Result	Reference
Must cycle to work (have no alternative)	No	Cyclists choose to cycle. 87% have a car at home they could have used.	Question 6
Cycle only in summer.	No	77% cycle from April to October - seven months of the year. 29% cycle year round.	Question 8
Cycle for the environment.	No	Exercise was clearly (55%) the number one reason for cycling. Cheaper, faster, fun, and less stressfull all ranked ahead of the environment.	Question 9
Want to cycle on busy streets downtown.	No	Cyclists prefer the quietest streets downtown such as 3 Ave., 8 Ave. (Stephen Avenue Mall), 10 Ave., 3 Street W. (Barclay Mall), 5 St. W., and 1 St. W. 58% avoid busy streets downtown.	Questions 13 & 14 Question 15
Most cyclists cycle on the road.	No	Majority (56%) spend less than half their trip on-street.	Question 16
Cyclists are mostly male.	Yes	76 % male	Demographic question at end
Cyclists are young.	No	66% in the 35 to 44 age group or older. 20% in 45 to 54 age group.	Demographic question at end
Few people cycle to work downtown.	No	5% to 7% of all vehicles that enter downtown on weekday mornings are bicycles.	Survey count and 2000 Cordon count
Lower income workers cycle to downtown.	No	Over half (56%) of cyclists earned more than $60,000 per year.	Demographic question at end
Cyclists are not interested in learning the Rules of the Road.	Yes	260 indicated an interest in bicycle skills course.	Special question at end of survey
Most cyclists don't wear a helmet.	No	65% of cyclists wore a helmet.	Observed and recorded
Most in-line skaters don't wear a helmet.	Yes	8% of in-line skaters wore a helmet.	Observed and recorded
Bicycle theft is a problem.	Yes	19% have had a bicycle stolen in the last 5 years.	Question 31
Bicycle collisions are not very common.	?	27 % have had a collision in the last 2 years.	Question 32
Most bicycle collisions result in injury.	No	Approximately half (49%) of collisions did not result in injury.	Question 32
Most cyclists don't know the rules of the road.	?	82% of cyclists have not had any formal training on bicycle skills and rules of the road.	Question 33

7.3 On-Street Versus Off-Street Use

- Most cyclists (80%) use off-street routes. Refer to Appendix F.
- Many cyclists use the most direct route to and from the river pathway. Refer to Exhibit 6 for routes used to the river pathway and Exhibit 7 for preferred streets from the river pathway to downtown destinations.
- There are no on-street facilities for bicycles downtown; outside downtown there are only signed bicycle routes on low volume, low speed roads.
- Almost two thirds (64%) of 1,038 cyclists identified new or improved on-street facilities for bicycles as their first suggestion for improvements downtown (Question 35).

7.4 Key Observations

1. The number cycling to downtown from northwest communities is almost twenty times higher than those cycling to downtown from northeast communities. Possible explanations include:
   - No river pathway connecting northeast communities to downtown.
   - Most northeast cyclists must pass through industrial areas and across Deerfoot Trail to reach downtown.
   - Only 14% of northeast area residents work downtown compared to 25% of northwest area residents (source: April 2000 Travel to Work Survey).

2. The Canadian Pacific Railway tracks act as a barrier to cyclists approaching downtown from the south. Underpasses at the tracks at 8 Street SW, 5 Street SW, 4 Street SW, 1 Street SW, 1 Street SE (Macleod Trail southbound) and 2 Street SE (Macleod Trail northbound) are not designed to accommodate cyclists on-street or off-street. Lane widths are narrow and constrained by large columns supporting train bridges. Sidewalks are narrow and crowded with pedestrians during peak periods.

3. Road bridges over the Bow River for cyclists approaching downtown from the north, are not designed to accommodate cyclists on-street. Adequate off-street pathways are provided on each side of the 14 Street NW bridge and, with the exception of narrowing at the "lion kiosks", the Centre Street bridge. Adequate off-street facilities for bicycles are missing from the 10 Street NW and 4 Street NE (Langevin) bridges. Recent upgrades to the 10 Street NW and Centre Street bridges did not increase lane widths to accommodate cyclists due to heritage and budget constraints. Most cyclists crossing the Bow River near downtown use the 9A Street NW (LRT) bridge and the Prince's Island Bridge over the Bow River. Higher numbers of cyclists and pedestrians using these two bridges has led to requests by cyclists and pedestrians, for better on-street facilities for cyclists such as bike lanes or wide curb lanes.

7.5 Survey Comparison – 1992 and 2000

A cyclist survey was completed in June and July 1992 as described in Section 1.3.1. The 2000 survey focused on bicycle trips in and out of the downtown core while the 1992 survey included the downtown core area and most major destinations such as colleges, the university, LRT stations, and hospitals. The 2000 survey included in-line skaters while the 1992 survey was for bicycles only.

In 1992, surveys were attached to bicycles parked at their destination. In 2000, cyclists and skaters were handed a survey package as they entered the downtown area. Both surveys received excellent responses; 1,497 responses in 1992; 1,434 responses in 2000.

The 2000 survey included a count of all cyclists entering the downtown cordon, which serves as a baseline for comparison in future years. The 1992 count provides more comprehensive data of commuter cyclists, but less basis for comparison in future years.

The following table summarizes results from each survey:

Survey Data	1992 Survey	2000 Survey	Comment
Number of responses	1,497	1,434	
Gender	75% male 25% female	76% male 24% female	
Number 35 years old or older (percent of total)	41 %	65%	1992 survey included schools. Baby boom shift?
Number of months commuting	At least seven months 68%. Year round 22%	At least seven months 77%. Year round 29%	Better clothing and equipment, more pathways and snow removal on pathways near downtown, may explain longer season.
Average trip distance (km)	10 km	11 km	
Average trip Time (min)	27 min.	27 min.	
Bike stolen in last 5 years? (percent 'yes')	24%	19%	In 1992: 12% from home; 8% from work; 3% from school. Better storage facilities downtown than at schools.
Access to a car? (percent 'yes')	87%	87%	
Formal bicycle training? (percent 'yes')	24%	18%	Less training of 2000 survey may be due to older cyclists.
Average amount willing to pay for bike locker ($ per month)	$10.07	$7.37	
Improvements needed (rank using number of times an improvement cited). 2000 survey improvements <u>outside downtown</u>.	1 6 4 2 - 12 5 - 3 7	1 2 3 4 5 6 7 8 - -	• Bicycle lanes • Road maintenance / improvements • More pathways • Pathway maintenance / improvements • More signs • Driver education • Improve bicycle routes / wide curb lane • Separate cyclists & pedestrians • Secure bike parking • Change / shower facilities

Other 1992 survey results:

- Off-street pathways rated higher (3.7 of 5.0) than on-street bikeways (2.6 of 5.0)
- Percent of time on pathways when commuting = 34%
- Most popular days of the week for cycling are: Thursday (86%), Tuesday (83%), Monday & Wednesday (81%), Friday (79%), Saturday (22%), Sunday (17%).
- Reason for not cycling more often:
  - Weather 43%
  - Dangerous traffic 18%
  - Time 12%
  - Car needed for work 12%
  - Difficult to carry load 11%
  - Distance 11%
  - Inconvenience 10%
  - No secure parking 7%
- Average rating of bicycle storage facilities (best rating 5.0)
  - Work 3.6
  - School 3.0
  - Shopping 2.1
  - LRT Stations 2.1
- Are you in favour of mandatory helmet use?

  Yes 50%
  No 50%
- Do you support the concept of bicycle licensing?

  Yes 38%
  No 62%

8.0 RECOMMENDATIONS

Cyclist Survey 2000 and recent bicycle counts confirm that the number of cyclists entering downtown Calgary has increased significantly in recent years, that more cyclists are cycling year round, and that cyclists want to be heard.

The following recommendations are made based on survey results:

1. Provide on-street facilities such as bike lanes or wide curb lanes for cyclists to and within downtown.

2. Work to reduce barriers to cyclists entering/leaving downtown to/from the south and east. The main barrier to the south is the lack of on-street facilities and restricted underpasses at the CPR tracks. The main barrier to the east is Deerfoot Trail and poor routes through industrial areas.

3. Provide increased on-street and off-street capacity for cyclists crossing the Bow River north of downtown and passing over or under the CPR tracks south of downtown.

4. Identify and promote new "Park 'n' Bike" sites.

5. Construct river pathway underpasses, parallel to the river, on the north side of the Bow River, at 9A Street NW and 4 Street NE (Langevin Bridge). A north side Bow River pathway that is not interrupted by major street crossings will attract some users from the busier south side river pathway.

6. Ensure proper on-street and off-street facilities are provided as part of any major development downtown (such as East Village).

7. Educate cyclists, motorists and all pathway users regarding the rules of the road and pathway etiquette and promote "share the road" and "share the pathway" philosophies.

8. Amend the land-use by-law to include bicycle parking requirements.

9. Provide more secure bicycle parking downtown.

10. Consider revising the ban on bicycles on Stephen Avenue to peak times only - possibly 11:00 a.m. to 2:00 p.m. and special events such as Stampede.

Appendix A - Cyclist Survey

THE CITY OF CALGARY

Cyclist Survey

We need your input!

The City of Calgary needs your help! Our goal is to improve pathway and bicycle routes throughout the city and increase the quality and quantity of facilities which support non-motorized travel. Nobody knows how to do this better than you, the user. Consultation with users during our review of the south Calgary bicycle routes in 1999 proved incredibly successful. Valuable input was received from more than 45 different user groups. As a result, new pathways and bicycle routes are now planned for south Calgary. This questionnaire is part of the north Calgary and Downtown bicycle route studies that are now underway.

Please take the time to fill out this survey and have your voice heard! (Please check the boxes or circle the responses that apply.)

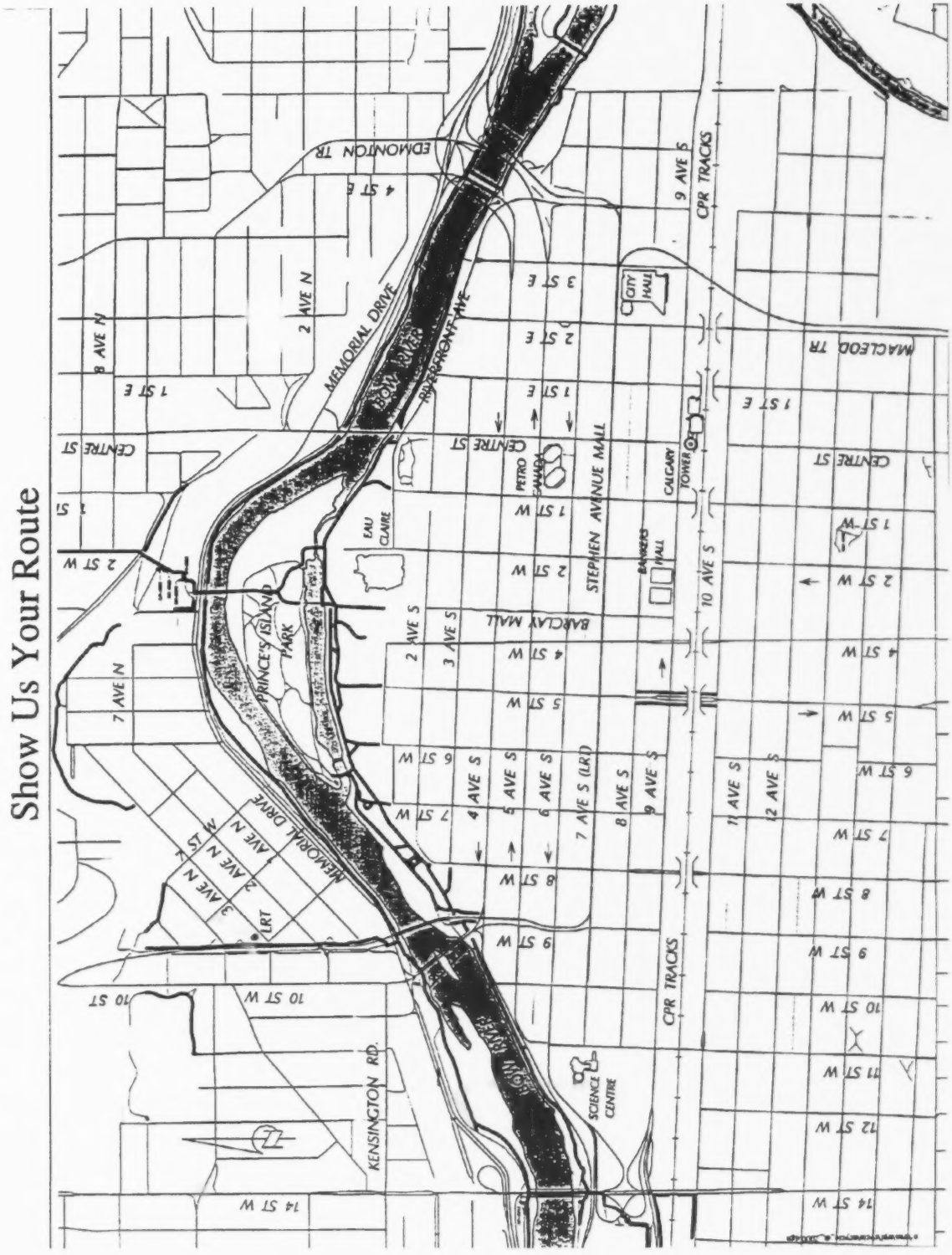
Tell Us about Yourself and Your Journey

1. **You are a :** Cyclist ☐ In-line Skater ☐ Other _____
2. **Where did you start your journey (community)?** _____
3. **Where are you going (building or address)?** _____
4. **What time did you start your journey today?** _____
5. **One-way journey distance or time?** _____km _____min
6. **Do you have access to a car that you could have used for this journey?** Yes ☐ No ☐
7. **If you were not cycling/skating, how would you have made this journey?**
   Transit ☐ Personal Car ☐ Carpool ☐ Taxi ☐ Walking ☐ Other _____
8. **Which months of the year do you travel by cycling/skating?** J F M A M J J A S O N D
9. **If you are cycling/skating to work please tell us why (rank top 4).**
   - Exercise _____ Cheaper _____
   - Less stressful _____ Faster _____
   - Environmental benefit _____ Reduce traffic _____
   - Fun/Enjoyment _____ Other _____
10. **If you are not on your way to work, please tell us why you are cycling/skating?**
    Recreation ☐ Exercise ☐ Shopping ☐ Other _____

Attached to this survey are 3 maps
Downtown, Northeast, and Northwest Calgary.

11. **Please indicate your usual downtown route(s) on the Downtown map.**
12. **If you are coming from the north, please indicate your usual route(s) to and from downtown on the Northeast and Northwest maps.**

Show Us Your Route



Tell Us about Your Route(s)

13. **In downtown, which east/west route(s) do you prefer?** _____

Why? _____

14. **In downtown, which north/south route(s) do you prefer?** _____

Why? _____

15. **In downtown, are there any roads that you avoid?** _____

Why? _____

16. **On your journey to downtown, what percentage of your trip takes place on-street?**

0-29 ☐ 30-39 ☐ 40-49 ☐ 50-59 ☐ 60-69 ☐ 70-79 ☐ 80-89 ☐ 90-99 ☐ 100 ☐

17. **Which type of route do you would prefer?** On-Street ☐ Off-Street ☐

18. **How would you rate your cycling/skating skills and knowledge of rules when travelling downtown?**

Not Very Skilled ☐ Somewhat Skilled ☐ Average ☐ Above Average Skills ☐ Very Skilled ☐

19. **How would you rate your comfort level while cycling/skating downtown?**

Very Stressful ☐ Somewhat Uneasy ☐ Neutral ☐ Comfortable ☐ Very Comfortable ☐

20. **What makes you uncomfortable while cycling/skating downtown?** _____

_____

Why? _____

21. **Where do you cycle/skate downtown?**

Sidewalks ☐ Pathways ☐ Roads ☐ Lanes ☐ Parking Lots ☐ Other _____

22. **What type of on-street bicycle route(s) do you prefer?**

	Outside Downtown	Downtown
Normal road marked by signs only	☐	☐
Extra wide curb lane shared by cars and bicycles	☐	☐
A marked bicycle lane	☐	☐

Why? _____

Tell Us about Your Facilities

23. **Is there bicycle parking at your destination?** Yes ☐ No ☐

24. **What type of bicycle parking is at your destination?**

Bike Enclosure ☐ Individual Bike Lockers ☐ Standard Bike Rack ☐ None ☐

Outside ☐ Inside (or weather protected) ☐ Other _____

25. **Do you have to pay to use bicycle parking?** Yes ☐ No ☐

If yes, how much per month? $5 ☐ $10 ☐ $15 ☐ Other _____

26. **How much would you be willing to pay for secure bicycle parking?**

$5 ☐ $10 ☐ $15 ☐ Other _____

27. **What other facilities are at your destination?**

Change Rooms ☐ Showers ☐ Clothes Lockers ☐ None ☐ Other _____

28. **Who supplies the facilities?** Building owner ☐ Your employer ☐ Don't Know ☐ Other _____

29. **Do you have to pay to use the change room/shower facilities at your destination?** Yes ☐ No ☐

If yes, how much per month? $5 ☐ $10 ☐ $15 ☐ Other _____

30. **How much would you be willing to pay to use the change room/shower facilities at your destination?**

$5 ☐ $10 ☐ $15 ☐ Other _____

Additional Information

31. **Have you had a bicycle stolen in the last 5 years?** Yes ☐ No ☐

32. **Have you had a collision or accident while cycling/skating in the last 2 years?** Yes ☐ No ☐

If yes, were you injured? Yes ☐ No ☐

What caused the accident? _____

33. **Have you had formal training on bicycle skills and the rules of the road?** Yes ☐ No ☐

34. **Provide 2 improvements that could be implemented to help you cycle/skate <u>outside downtown</u>.**

_____

_____

35. **Provide 2 improvements that could be implemented to help you cycle/skate <u>downtown</u>.**

_____

_____

Additional Comments: (please attach additional comments if needed)

_____

Please return your suggestions for improvements by July 10

Questions or Comments?

Email: simone.olinek@gov.calgary.ab.ca
Telephone: 268-1671 or 268-1501 or 268-1652
Fax: 268-1874

Thank you for telling us how to make cycling/skating better.

Tell Us about You

Gender Male ☐ Female ☐

Age Group Under 18 ☐ 18-19 ☐ 20-24 ☐ 25-34 ☐ 35-44 ☐ 45-54 ☐ 55-64 ☐ 65+ ☐

Annual Income (000$) Under 20 ☐ 20-29 ☐ 30-39 ☐ 40-49 ☐ 50-59 ☐ 60+ ☐

The City of Calgary may wish to be contact you regarding your suggestions or to invite you to further opportunities to contribute to this process. If you welcome this opportunity please provide the following:

Name _____

Address _____

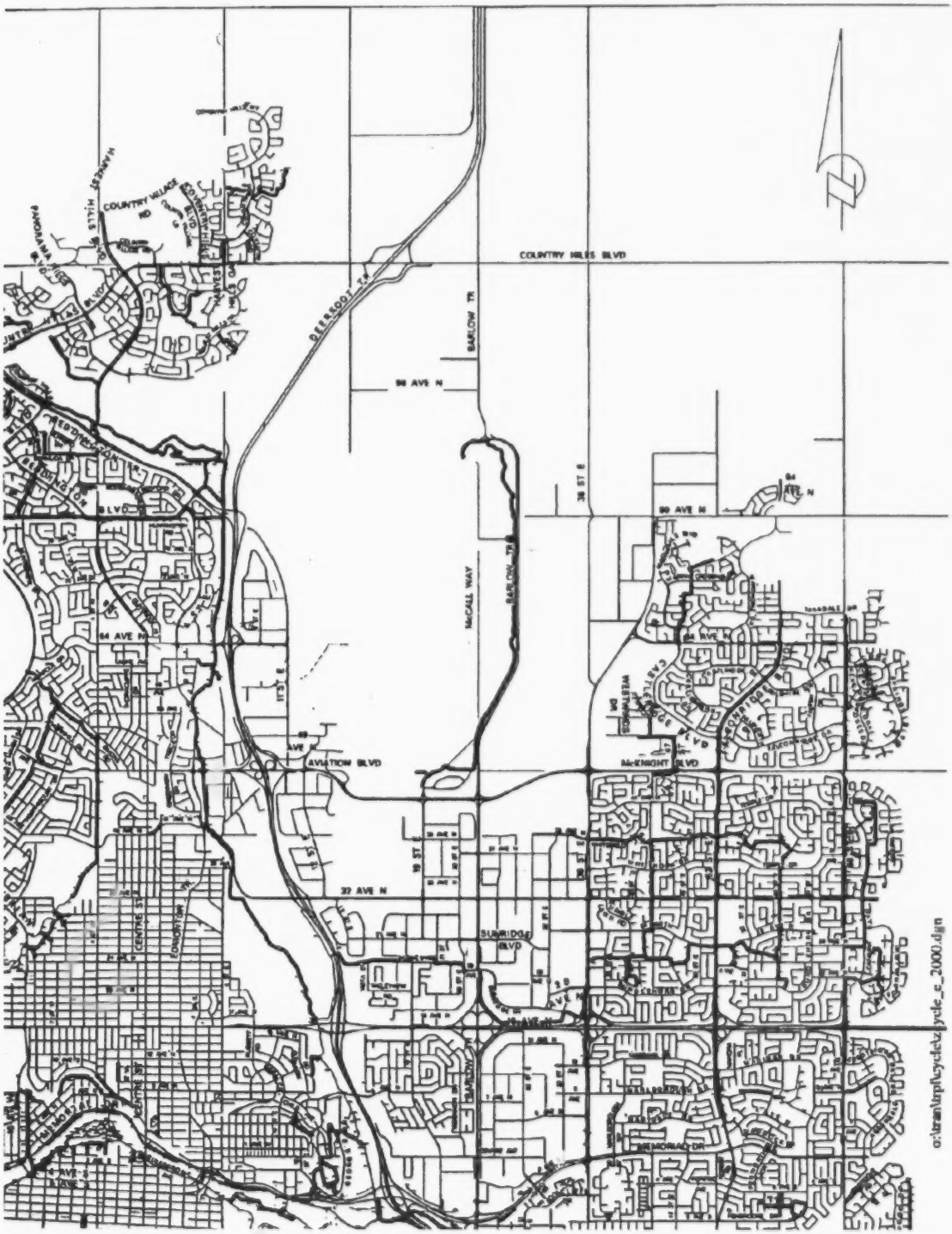
Phone _____

Email _____

If you are interested in the Canadian Cycling Association CAN-BIKE skills courses and want more information, check here. ☐

Show Us Your Route

Show Us Your Route



Appendix B - Definitions

Bike Enclosure — A bicycle storage facility comprised of an enclosure, usually a chain link fence, with bike racks inside, and an access controlled door; suitable for all day parking; may be outdoor or in a parkade.

Bike Locker — Opaque bike facility, with locking door, where bicycles are stored in individual spaces and hidden from view. Favoured by those with expensive bicycles; suitable for half or full day storage; found at most Light Rail Transit stations in Calgary.

Bike Rack — Any device designed so bicycles can be locked to it. Includes inverted 'U', ribbon, and 'A' frame (undesirable wheel bender) racks. Least expensive bike storage option and least secure. Suitable for short term or long term parking.

Bikeway — An on-street facility for bicycles. Examples include a bicycle lane, signed bicycle route and a wide curb lane.

- **Bicycle Lane** — Extra lane for bicycles, 1.2 m to 1.5 m wide, identified by lane markings, signs and on-road symbols.
- **Signed Bicycle Route** — Route on lower volume, lower speed (40 - 50 km/h) road, identified by signs only.
- **Wide Curb Lane** — Extra wide (4.3 m +or-) right side lane on higher volume medium speed road, identified by signs and on-road bicycle symbols.

Community — Residential area usually defined by subdivision plans when a residential area is constructed. There are currently 186 residential Communities in Calgary.

Cordon — Imaginary boundary, usually defined by natural barriers such as rivers or man-made barriers such as rail lines, across which all traffic must cross. Established so traffic counts can be recorded in a consistent manner over time, and changes to traffic patterns identified.

Cordon Count — Traffic count of all vehicles, bicycles and/or pedestrians that enter or exit a cordon over a specific time period.

Home-to-Work Survey — Telephone survey of approximately 20,000 households every three years or so to gather information concerning trips from home to work, usually conducted in April or May.

Pathway — Off-street path, usually asphalt, used by walkers, runners, cyclists, persons with disabilities, in-line skaters, skateboarders and others. Pathways vary from 2.5 m wide to 7.0 m wide and are often located in a park, along a river, or next to a road. Pathways are identified by signs and a yellow line along the middle of the pathway.

Ward — Electoral area established for municipal elections and represented by one Alderman at Calgary City Council. There are currently 15 Wards in Calgary.

Note: Definitions were not provided on the Cyclist Survey form to reduce the length of the survey.

Appendix C - Survey Response Rate

Overall Response Rate

Surveys Distributed	2,470
Surveys Returned	1,434

Response Rate = 58.1%

Question-by-Question Response Rate

Question	Brief Description	Responses	Response Rate (%)
1	Cyclist or Skater	1,434	100%
2	Origin	1,432	100%
3	Destination	1,430	100%
4	Start time	1,414	99%
5a	Journey distance	915	64%
5b	Journey time	1,228	86%
6	Access to a car	1,434	100%
7	Alternate mode of travel	1,404	98%
8	Months of year cycling/skating	1,434	100%
9	Why cycle/skate	1,414	99%
10	Why if not work trip	210	15%
11	Show downtown route	n/a	n/a
12	Show route to & from downtown	822	57%
13a	Preferred east/west route(s)	1,175	82%
13b	Why?	996	69%
14a	Preferred north/south route(s)	894	62%
14b	Why?	728	51%
15a	Roads you avoid	1,034	72%
15b	Why?	753	53%
16	Percent of trip on-street	1,407	98%
17	Prefer on-street or off-street	1,365	95%
18	Rate your skill & knowledge	1,419	99%
19	Rate your comfort level downtown	1,417	99%
20a	What makes you uncomfortable downtown	1,241	87%
20b	Why?	832	58%

Question	Brief Description	Responses	Response Rate (%)
21	Where do you cycle/skate downtown	1,411	98%
22a	Type of route preferred outside downtown	1,288	90%
22b	Type of route preferred downtown	1,266	88%
22c	Why?	776	54%
23	Bike parking at your destination	1,434	100%
24	Type of bike parking	1,417	99%
25a	Do you pay for bike parking	1,434	100%
25b	If yes, how much	308	21%
26	How much willing to pay for bike parking	1,111	77%
27	Other facilities at your destination	1,428	100%
28	Who supplies facilities	1,227	86%
29a	Do you pay for facilities	1,434	100%
29b	If yes, how much	234	16%
30	How much willing to pay for facilities	912	64%
31	Bike stolen in last 5 years	1,434	100%
32a	Collision or accident in last 2 years	1,434	100%
32b	If yes, were you injured	384	27%
32c	Cause of Accident	373	26%
33	Formal training on bike skills & rules	1,434	100%
34a	First suggested improvement outside downtown	1,099	77%
34b	Second suggested improvement outside dtn	552	38%
35a	First suggested improvement downtown	1,061	74%
35b	Second suggested improvement downtown	457	32%
	Comments	560	39%
Optional Information			
	Gender	1,408	98%
	Age Group	1,404	98%
	Income	1,252	87%
	Name	975	68%
	Address	834	58%
	Phone	884	62%
	email	845	59%

Appendix D - Cyclist & Skater Count, Summer 2000

Cyclist & Skater Count - Downtown Cordon
June & July 2000

			Inbound - Morning Peak			
Survey Stations		Day & Date	Cyclists		Skaters	
#	Description	June & July	7 to 9	6:30 to 9	7 to 9	6:30 to 9
1	Bow River pathway, south side, west of 11 St.W	Tues. June 27	667	822	28	34
2	NW LRT Bridge / 9A Street W. at Bow River	Wed. June 28	317	350	27	30
3	Louise Bridge / 10 St W.	Thurs. June 29	52	57	8	8
4	Prince's Island north bridge at Bow River	Thurs. July 13	253	294	2	5
5	Langevin Bridge / 4 St. E.	Wed. July 12	132	164	17	20
6	9 Ave. E. at Elbow River AND					
	Elbow River pathway east of 7 St. E	Wed July 21	129	158		
7	Macleod Trail at CPR tracks	Wed July 19	23	29	1	1
8	1 St. E at CPR tracks (one way sb)	n/a				
9	1 St W. at CPR tracks	Tues. July 18	105	133	5	6
10	4 St. W. at CPR tracks	Tues. July 4	177	217	7	9
11	5 St. W. at CPR tracks	Wed. July 5	49	57	5	5
12	8 St. W. at CPR tracks	Thurs. July 6	101	117	6	8
13	11 St. W. at CPR tracks	Thurs. June 24	55	63	5	6
14	St. George's Island bridge at Bow River	Wed. July 12	44	55		
15	5 Ave. E. Flyover at Bow River	n/a				
16	Centre St. Bridge at Bow River - upper deck only	Thurs. July 13	55	68	2	3
17	9 Ave. west of 11 St. W.	n/a				
18	6 Ave.west of 11 St. W. (one way wb)	n/a				
		Total	2,159	2,584	113	135

Refer to Exhibit 1 for survey stations.

Appendix E - Bicycle Count, Spring & Summer 2000

Bicycle Count - Downtown Cordon
Spring and Summer 2000

Survey Location		Day & Date		Inbound Cyclists - Morning Peak			
				May	June & July		Change: May-J&J
#	Description	May	June & July	7 to 9	7 to 9	6:30 to 9	7 to 9
1	Bow River pathway, south side, west of 11 St.W	Mon. May 1	Tues. June 27	462	667	822	44%
2	NW LRT Bridge / 9A Street W, at Bow River	Wed. May 10	Wed. June 28	153	317	350	107%
3	Louise Bridge / 10 St W.	Wed. May 10	Thurs. June 29	19	52	57	174%
4	Prince's Island north bridge at Bow River	Thurs. May 18	Thurs. July 13	202	253	294	25%
5	Langevin Bridge / 4 St. E.	Wed. May 17	Wed. July 12	98	132	164	35%
6	9 Ave. E. at Elbow River AND Elbow River pathway east of 7 St. E	Tues. May 9	Wed July 21	80	129	158	61%
7	Macleod Trail at CPR tracks	Fri. May 12	Wed July 19	17	23	29	35%
8	1 St. E at CPR tracks (one way sb)	Fri. May 12	n/a	0			
9	1 St W. at CPR tracks	Mon. May 8	Tues. July 18	83	105	133	27%
10	4 St. W. at CPR tracks	Mon. May 8	Tues. July 4	155	177	217	14%
11	5 St. W. at CPR tracks	Mon. May 15	Wed. July 5	36	49	57	36%
12	8 St. W. at CPR tracks	Fri. May 5	Thurs. July 6	85	101	117	19%
13	11 St. W. at CPR tracks	Thurs. May 4	Thurs. June 24	37	55	63	49%
14	St. George's Island bridge at Bow River	Tues. May 9	Wed. July 12	19	44	55	132%
15	5 Ave. E. Flyover at Bow River	Wed. May 17	n/a	2			
16	Centre St. Bridge at Bow River - upper deck only	Thurs. May 18	Thurs. July 13	34	55	68	62%
17	9 Ave. west of 11 St. W.	Mon. May 1	n/a	15			
18	6 Ave.west of 11 St. W. (one way wb)	Moon. May 1	n/a	0			
			Total	1,497	2,159	2,584	44%

Appendix F - Bicycles On-Street Versus Off-Street

Bicycles On-street versus Off-street

Downtown Cordon - June & July 2000

Survey Location		Day & Date	Inbound Cyclists - Morning Peak							
			6:30 to 7				6:30 to 9			
#	Description	June & July	on-street	off-street	total	% off-street	on-street	off-street	total	% off-street
1	Bow River pathway, south side, west of 11 St.W	Tues. June 27	0	155	155	100%	0	822	822	100%
2	NW LRT Bridge / 9A Street W, at Bow River	Wed. June 28	0	33	33	100%	0	350	350	100%
3	Louise Bridge / 10 St W.	Thurs. June 29	3	2	5	40%	28	29	57	51%
4	Prince's Island north bridge at Bow River	Thurs. July 13	0	41	41	100%	0	294	294	100%
5	Langevin Bridge / 4 St. E.	Wed. July 12	1	31	32	97%	12	152	164	93%
6	9 Ave. E. at Elbow River AND Elbow River pathway east of 7 St. E	Wed July 21	?	?	29	?	?	?	158	?
7	Macleod Trail at CPR tracks	Wed July 19	5	1	6	17%	16	13	29	45%
8	1 St. E at CPR tracks (one way sb)	n/a								
9	1 St W. at CPR tracks	Tues. July 18	21	7	28	25%	104	29	133	22%
10	4 St. W. at CPR tracks	Tues. July 4	36	4	40	10%	189	28	217	13%
11	5 St. W. at CPR tracks (one way sb)	Wed. July 5	0	8	8	100%	0	57	57	100%
12	8 St. W. at CPR tracks	Thurs. July 6	10	6	16	38%	77	40	117	34%
13	11 St. W. at CPR tracks	Thurs. June 24	?	?	8	?	?	?	63	?
14	St. George's Island bridge at Bow River	Wed. July 12	0	11	11	100%	0	55	55	100%
15	5 Ave. E. Flyover at Bow River	n/a								
16	Centre St. Bridge at Bow River - upper deck only	Thurs. July 13	?	?	13	?	?	?	68	?
17	9 Ave. west of 11 St. W.	n/a								
18	6 Ave west of 11 St. W. (one way wb)	n/a								
		Total	76	299	425	80%	426	1869	**2,584**	81%

? No data collected regarding on-street vs off-street

Appendix G - Change in Primary Work Trip, 24 Hour

Change in Primary Work Trip – 24 Hour

(Source: City of Calgary Home to Work survey – April 1996 & 1999)

	Increase from 1996 to 1999		
Mode	Outside Downtown	Downtown	City Wide
Auto	12%	4%	10%
Transit	37%	28%	32%
Walk	14%	21%	17%
Bicycle	43%	58%	48%

Appendix H - Cyclist & Skater Trips by Community

Cyclist & Skater Trips by Community
(Top 90 of 146 Communities)

Origin	Community	# of Records	Cyclists	In-Line Skaters	Others
HIL	Hillhurst *	82	76	6	
VAR	Varsity	44	44		
WLD	Wildwood	44	44		
SSD	Sunnyside	43	43		
MOP	Mount Pleasant	37	37		
EDG	Edgemont	32	32		
BOW	Bowness	30	28	2	
STR	Strathcona Park	30	30		
PKD	Parkdale	29	27	2	
REN	Renfrew	29	28	1	
SIL	Silver Springs	29	29		
CRE	Crescent Heights	28	25	3	
RIC	Richmond	28	28		
CHW	Charleswood	27	26	1	
POI	Point McKay	27	27		
BRD	Bridgeland/ Riverside	26	23	3	
BRE	Brentwood	26	26		
SIG	Signal Hill	26	25	1	
CON	Connaught	24	24		
MON	Montgomery	23	23		
HAW	Hawkwood	22	21	1	
LKV	Lakeview	22	22		
CAP	Capitol Hill	21	21		
TUX	Tuxedo Park	20	20		
SCE	Scenic Acres	19	19		
BNK	Bankview	18	16	2	
COA	Coach Hill	18	18		
HOU	Hounsfield Heights/ Briar Hill	18	18		
KIL	Killarney/ Glenngary	18	18		
MIS	Mission	18	17	1	
ALT	Altadore	16	16		
OAK	Oakridge	15	15		
PAT	Patterson	15	15		
RAN	Ranchlands	14	14		
THO	Thorncliffe	14	14		
UNI	University Heights	14	13	1	
RIV	Riverbend	13	13		
RMT	Rosemont	13	13		
CAM	Cambrian Heights	12	12		
DAL	Dalhousie	11	11		
GDL	Glendale	11	11		
HUN	Huntington Hills	11	11		
ING	Inglewood	11	10	1	
VAL	Valley Ridge	11	11		
HAY	Haysboro	10	10		

Origin	Community	# of Records	Cyclists	In-Line Skaters	Others
LKB	Lake Bonavista	10	10		
SCA	Scarboro	10	10		
SNA	Sunalta	10	8	1	1
SOC	South Calgary	10	10		
GBK	Glenbrook	9	8	1	
GLA	Glamorgan	9	8	1	
HPK	Highland Park	9	9		
STA	St. Andrews Heights	9	9		
TUS	Tuscany	9	9		
EPK	Elbow Park	8	8		
RDL	Rosedale	8	8		
SPH	Springbank Hill	8	8		
SPR	Spruce Cliff	8	8		
WBN	Woodbine	8	8		
WGT	Westgate	8	8		
WIL	Willow Park	8	8		
WIN	Winston Heights/ Mountview	8	8		
BED	Beddington Heights	7	7		
BNF	Banff Trail	7	7		
COL	Collingwood	7	7		
HIW	Highwood	7	7		
LMR	Lower Mount Royal	7	7		
NHV	North Haven	7	7		
UMR	Upper Mount Royal	7	7		
KIN	Kingsland	6	6		
MAC	Macewan Glen	6	6		
OGD	Ogden	6	6		
RAM	Ramsay	6	6		
DOV	Dover	5	5		
EYA	Elboya	5	5		
HAM	Hamptons	5	5		
ROX	Roxboro	5	5		
SDC	Sundance	5	5		
SHG	Shaganappi	5	4	1	
WND	Windsor Park	5	5		
CIT	Citadel	4	4		
DNC	Downtown Commercial Core	4	4		
DNW	Downtown West End	4	3	1	
DRN	Deer Run	4	4		
ERI	Erin Woods	4	4		
MPL	Maple Ridge	4	4		
WHI	Whitehorn	4	4		
BRT	Britannia	3	3		
CED	Cedarbrae	3	3		
CHR	Christie Park	3	3		
	Total - Top 90 Communities	1343	1312	30	1
	Total - All 146 Communities	1434	1401	32	1

* Hillhurst is very high (82 cyclists or skaters) but only 3 from West Hillhurst. Many from Hillhurst likely from West Hillhurst.